



THE SOUTHERN CROSS JOURNAL

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB
P.O.BOX 132, CAMDEN N.S.W.

www.southerncrossgliding.org

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JANUARY-FEBRUARY 2002

PRESIDENT'S THERMAL

A new calendar year has started, and the annual camp and an expedition to the National 2-seater comps concluded. We hope there will still be plenty of soaring weather to keep us occupied for the remainder of the soaring season. If you or a group wish to take a glider out west for a weekend, please get in touch with the committee and CFI early.

We have a planning and discussion meeting scheduled for Saturday the 16th February (not the 17th as in the Journal diary last issue), and I believe it is time for us to look at the kind of Club we want to be.

Our Club, like many volunteer organisations, is becoming an organisation where a few work so that others can reap the benefit. Where people say they will undertake a job but don't turn up, thereby leaving it for others to rectify the situation.

We need to discuss whether, like several other Clubs, we require all members to have a stated duty beyond flying. Should we penalise or apply sanctions to members who do not carry out those duties? Do we want members at any price, or do we want fewer dedicated members? Can we, or do we wish to, make allowances for members who do not wish to or cannot spend time on club activities? How should they compensate for this?

We need to decide, for camps, whether only those who apply by a stated time will be allowed to attend, whether attendance at pre-camp briefing is to be made mandatory as well as de-rigging or re-rigging. Must everyone be able to tow or make arrangements with others to tow for them?

Should we insist that members attend the various briefings held during the year. Last year we held a New Pilot's Night, a Duty-pilots Night, a Safety Seminar and a Pre-Soaring Season Briefing. All were poorly attended. Can we run an efficient organisation without these briefings? Do we need more of them, or less?

Having considered the above we may then be able to plan ahead and the committee continue with the development of our marketing plan which aims at raising membership to about 160 full flying members; if this is what you want. The more members the better the equipment utilisation and the better aircraft we can afford. Is this correct?

Finally, what sort of social programme do you want? Again last year's social events were poorly attended, or failed through lack of interest. What sort of programme do you want?

Come along and make your views known or someone else will be making the decisions for you!

Fly well and fly often.

Michael Bow

Coming events: Please note in your diary!!

Saturday 16th Feb. @7.30	General meeting to discuss club progress and development
18 th – 21 st March	Club members' training week (subject to demand)
29 th March – 1 st April	Easter camp. Venue to be advised.
Saturday 15 th June	BBQ and Presentation Night.
<i>August Wave and Ridge Soaring Camp. Dates & location to be advised.</i>	
Saturday 15 th September @ 7.30	BBQ and AGM

Welcome to new members:

Edward Willett, Gayle Plummer and Robert Maher are our newest members. If you meet them, or any of our other recent members out on the field please show them that we are a friendly crowd, and make them feel at home.

Achievements:

There are some notable achievements to report this month:

- Ron Barney has made his first solo – well not actually his first as he soloed a Ka7 back in 1969, but this was his first since returning to gliding after a break of many years.
 - Richard Shemtob made two 300km flights and a 500 km at Tocumwal in December.
 - Jay Anderson completed his first 300 km flight during the Australia Day long weekend, at Tocumwal.
- I'm sure that there have been other achievements which have gone unreported. If you have done anything of note, please let me know. *Ed*

Aircraft Maintenance Officer:

Peter Chegwiddden has gone to France for a couple of months, for a course at Airbus Industries at Toulouse.

In his absence Richard Solomon has kindly volunteered to take over the duties of Aircraft Maintenance Officer.

Richard's telephone number is: 02 4683 1426.

I caught a virus!

I'm pretty good with a slide rule or log tables, and OK on the abacus, but I'm not so hot when it comes to computers, and wasn't aware of the risks of viruses. As a result I got caught out having unprotected intercourse by e-mail.

I think it has been sorted out now, and I'd like to thank David Head for the assistance he gave me. It's good to know that we have members so willing to lend a helping hand, particularly without waiting to be asked.

Ed.

Safety Matters:

The case of the heavy footed passenger:

One of the aviation journals recently reported on an accident where a light aircraft touched down normally but then abruptly swung to port. It left the runway traveling sideways, the nose wheel was torn off and struck the wing causing further damage.

The passenger, in the right hand seat, had been filming the approach and landing on his camcorder. At touch down he began panning to the right, and in order to swivel his body he had pressed his foot hard against the rudder/brake pedal.

Not a situation that we are likely to duplicate in a glider, for a start we don't have brake pedals, but unintentional interference with the controls by our passengers is always a possibility. There's also the chance of a camera being dropped and fouling the controls in some way, if it is not secured by a wrist or neck strap. So a careful briefing is essential, even if the passenger has flown before.

There's one particular thing I am not keen on. Passengers wearing wide-brimmed white hats. They tend to reflect on the canopy and affect visibility. A spare hat to offer the passenger can be useful.

283km without an elevator:

The most recent edition of the UK '*Sailplane and Gliding*' has an article under this title, about a successful winch launched, cross country flight and landing, made with the elevator disconnected.

However the subsequent aerotow was aborted due to serious control difficulties when flap was lowered (normal practice on the glider in question) during the climb. "I realise how unbelievably lucky I was to get away with this" said the pilot. So a good DI is not always just a formality.

Airbrake opened on tow:

Also from S&G. The flying controls of the Nimbus 2B had been 'positively checked' (i.e. the surface held while the control was moved) but the airbrakes had not. During the aerotow one brake opened – the hotelier had not been connected. Fortunately the pilot landed successfully.

Clearly these two incidents could have had fatal consequences, and they emphasise the need for an independent check after rigging, and a proper DI with positive control checks.

From 'Gliding Safety', (this is a publication issued jointly by a group of insurance companies in the UK) .

The case under review was a glider accident during a winch launch. The glider dropped a wing and veered to one side, snagging a cable which was on the ground. The comment was made that pilots should be prepared for possible wing drop at the start of every launch, whether winch, autotow or aerotow, and should 'guard' the release knob/handle by keeping the left hand near it during take off.

We are, of course, taught to do this, but I recall seeing an accident some years ago in the UK in which a Nimbus veered off line at the start of an aerotow. In correcting this a wing was dropped. It apparently snagged a tuft of grass and the glider, still under tow, pivoted about the tip while the other wing and fuselage lifted off. The fuselage was several feet off the ground before the pilot released. It dropped back to earth - and the tail fell off! Had he been a bit quicker on the release the consequences might have been rather less severe.

Incidentally my son in law was in the front cockpit of the next glider in line, waiting for his first ever flight.

He decided against taking up gliding.

Camp news:

There was a good attendance at the Narromine camp, in fact more members turned up than expected. The weather didn't allow for any really spectacular flights, with thermals generally kicking off after 1pm, and then mostly around the 2 knot mark. The proceedings were also slowed down by the fact that there were a large number of other pilots at Narromine preparing for the Nationals, which immediately followed our camp. Nevertheless a good time was had by all, and hopefully those who were there for the first time have had their appetites whetted for a repeat attendance when the next camp is organised.

Sports & Two Seater Competition in Temora (2nd Week)

By Dave Boulter

As you know SCGC entered the competition at Temora this year. I was able to compete during the second week and had a really terrific time. I learned a lot about cross-country flying from the experts and legends who were in attendance. As well as our IUJ being flown by a crew who I'll mention later, there were Ken Horlock, Nick & Tom Gilbert and Graham Engel flying their own gliders. Sydney Gliding Club (formerly Concordia) had Mick & Eddie driving their tug, so there were plenty of familiar faces.

I am sure somebody will write about the first week. Clive Potter, Don Palmer, Derek Ruddock, Richard Shemtob were there to fly IUJ. Richard Solomon, Paul Schlusser, Paul McElnea & myself were there for the second week.

Unfortunately, the fires around Sydney played havoc with our crewing for the second week. Both Paul McElnea and Richard Solomon had to return to Sydney. Richard managed to make it back to Temora on Tuesday. Paul Schlusser had to get back to Sydney as his business had some issues that needed attending to. This left Richard and myself with an IS28 to manage for the rest of the week. Great because we got to fly on four days straight. Bad because finding friends to rig/derig the monster is not easy. On the pickup day, I was sure I had slept in dog poo the night before. It was the only explanation for the way people avoided me on the derig back into the trailer to go home.

For the competition flying to be a success we really needed to have four people for the two seaters and to fly on alternate days.

Back to the fun.

I arrived on Saturday. Did outlanding checks for both the Pauls then we hit the pub for tea with the Shemtobs. As mentioned earlier, Richard Solomon went home due to the fires. On Sunday, Paul Schlusser and I had a magnificent flight with cloud bases to 11,500 feet. We were going great guns on the first leg of the task, then dug ourselves a hole and slowed right down. We managed to make it to just south of West Wyalong by which time the whole sky had over-developed. We then had a final glide from 8000' to Temora in absolute velvet conditions, not a bump and not much sink (thank goodness). We eventually got back with plenty of height for a circuit and landed. We had covered around 170 kms and had a great time. We assigned roles during the flight, initially Paul concentrated on flying and lookout, and I did the navigation with GPS etc and was also, of course involved in keeping a lookout. Then I took over flying to give Paul a rest. With two pilots & parachutes the trim on the 28 is not good so flying can be very tiring. But overall the flight was great with the start gaggles, start gate, chasing Ian McPhee (the eventual winner) for about 15 minutes till we lost him.all great stuff.

The competition was based on AAT or Assigned Area Tasks. For those unfamiliar with AAT, I'll explain. These make the whole thing of competition fun. I have heard comments about competitions years ago where there were a lot of outlandings and hassles/dangers involved. AAT removes a lot of these issues. It involves all gliders following a predetermined turnpoint list. The difference is that each turnpoint has a circle of 10, 20, 30 or 50 kms, whatever is decided, around it. You have the choice of venturing 1 km into that circle of going to the far side of the turnpoint plus the radius described around it. This allows the organisers to set tasks for all types of aircraft and for different pilot skills and for differing weather. In our case we mostly planned to fly so that we just ventured into each circle, giving us tasks of less than 200 kms. This meant we would probably not score too highly but we were within our capabilities, having no crew and being new to competition. The other important thing that AAT does is to remove turnpoint gaggles. But it does allow you to follow a hot pilot around if you want and see what he does.

Start gaggles are amazing. This was my third competition/regatta and so I had some experience with the large gaggles. There was a draw each day for the starting 6 gliders everybody else formed up as they arrived on the grid for take off. The disadvantage was that you marked the starting gaggles and were in

the air for over 1 hour before the start gate opened, while others launched and got time to climb high. The workload is heavy and I was glad we were in a two seater, four eyes are better than two. We only had one occasion in 4 days when I believed a glider did not see us, for the rest of the time the level of airmanship shown by all competitors was excellent. Each day that we flew I can remember seeing four gliders at the same level, a couple above and a few below during the start. This was not all the time. There were plenty of times when we were on our own as well.

The first day Richard and I flew the glider was nose heavy. We had no backstick and found the going pretty tough. With no ground crew I was pretty conservative and influenced Richard to not go on task and we flew together getting used to each others style and sorting roles out etc. Tom Gilbert suggested some tail ballast and the next morning Richard and I came up with a design for attaching 3kg to the tail dolly fixture of the 28. Tom had a look and gave his blessing to the idea, and we went into production. After raiding the hardware store, then drilling and cutting aluminium, some threaded rod, and moulding sheet lead into position, our creation was finally ready. SCGC had a secret weapon to take on Canberra, Adelaide and Ian McPhee in the two-seater stakes.

With tail ballast the 28 flew much better, we launched last and with relatively weak conditions a low height (5,000') we left and only made around 18km from the field before we decided that we'd better pull the pin again. The last day was the weakest. We flew first off the grid and spent an hour and a quarter marking thermal and gaggle flying. A weak front came through and everybody else got high while we seemed to miss out. Once again we didn't make it on task but had a lot of fun.

Looking back, we had better thermals than any day at Camden and even though we didn't go cross-country that much we certainly got some distance away. Lastly I am sure we learned a lot about task planning, weather conditions etc, and a lot of the other pilots were helpful in passing on their knowledge. We had good food each night at the Pub or RSL and the accommodation at the Aromet was good.

I would recommend this to anybody thinking of extending their existing cross country knowledge. The Narromine Cup Week is great for people new to cross country & for extending your existing knowledge. The Sports & Two Seater Comps are a great way of cementing these skills and learning how to fly further and faster, and AAT makes this safe and fun.

Official Observers:

A note from Dave Boulter.

Thanks to those of you who have emailed or called me to indicate that you are an Official Observer. Jason is working on putting this data on the Club Website. If anybody else is interested in becoming an OO please contact me on (02) 4626 8165 or dboulter@sgi.com

Also, later in the year I may coordinate a workshop where people could practice some of the skills needed, discuss relevant issues etc. If you are interested in something like this please contact me.

Southern Cross members at Tocumwal:

As reported under 'Achievements', Richard Shemtob made flights of 300 and 500 km at Tocumwal in December. For the Australia Day long weekend he led a small contingent of Southern Cross members, comprising Don Palmer, Richard Solomon and Jay Anderson, to Tocumwal to try their luck at cross country flying in the Riverina. I was also there, having stopped off for three days on my way back from a visit to Melbourne.

Richard Solomon was out of luck. Having towed his glider from Camden, a problem prevented him from flying.

The others had a great time, and Jay made his first 300 km flight accompanied by Don, who is an old hand at this sort of thing. Richard was with them for most of the way in an LS8.

Both Don and Jay were highly impressed by the LS 4s which they flew. One feature which they liked was the way in which the undercarriage lever butts up against the airbrake handle when in the retracted position. With this arrangement it is virtually impossible to operate the airbrakes with the wheel retracted, so a gear-up landing is very unlikely.

Sportavia at Tocumwal is a commercial operation, so it is naturally more expensive to fly there than with our club. But if you want to have a change of scenery and have the chance to fly other types of gliders it is a good place to go. They are well set up to assist you with cross country tasks, and there is comfortable accommodation and a very good restaurant on the field.

Tocumwal was a major RAAF base during World War II, and Sportavia uses one of the old hangars built to accommodate Liberator bombers. Its vast size makes it possible not only to house about thirty gliders, but also to move them in or out of the hangar easily and speedily. If you are in the area it is worthwhile dropping in to have a look at the place even if you aren't going to fly.

A member's comments:

Nick Gilbert has written the following article, commenting on the club membership and organisation.

I have only been a member of Southern Cross for a couple of years, but I have been around the gliding scene since I was born. Over the years my interest levels have fluctuated significantly in both directions, for various reasons. When I initially started learning to fly, I joined RANGA at Nowra because the CFI was a family friend and lived down the road from me, so transport to and from the field was no problem. RANGA at the time was a very social club and the members all seemed to get on very well and had a lot of fun when on a camp. My priorities changed and I witnessed a fatal accident when I was about 14 and my interest reached rock bottom. About 4 years later I found myself going to Bathurst often to visit friends and occasionally went out to the Gliding Club to catch up with family friends. I met a young group of people who were all solo pilots and ended up going solo after just 6 flights, no small thanks to Eddie Pahic.

Obviously due to my family's involvement in gliding I am an exception to the average young pilot. I was born with an interest in the sport and never doubted that at some stage I would be a solo pilot. Having said this, why did I not learn to fly at Southern Cross? I was constantly out at Camden working on my glider, I live less than 5 minutes away from the airfield, and I had met a lot of the members. The answer to this is that without really getting to know people well, Southern Cross did not appear to me to be a fun gliding club. People seemed to turn up, get the gliders out, go flying, put the gliders away, and go home (possibly after a quick beer at the clubhouse). Somehow the social aspect seemed to me to be missing. Before I offend anyone (any further), I would like to say that my opinion has changed. I was present at the Narromine Cup week attending a Junior Coaching Camp organised by Bruce Campbell and Miles Gore-Brown, and also present for the cup week were a few members from Southern Cross. At the helm was Don Palmer.

I have always thought Don was a nice bloke and someone who is obviously very keen about getting people moving. Having now spent a bit of time with him away from Camden I know that he is the kind of guy that has the potential to change the mindset of a club. Don's enthusiasm is contagious in the best way. This is starting to read a bit like a eulogy. Suffice it to say that I am proud to be a member of the club and look forward to Temora in January and Narromine next year. I should also say that the other Southern Cross members at Narromine did themselves and the club proud. Now for my second point.

Since gaining my passenger rating I have taken a lot of friends gliding. Probably in the vicinity of 25. After taking a friend up, I always suggest that they come out again another time and have a flight with an instructor with the aim of becoming a pilot themselves. Even though they have just enjoyed the flight immensely, this has always (so far) met with a negative response. The reason is surprisingly simple. Whilst at the launch point, there are no young people anywhere. I have just suggested that they come back when I am not there and they think that they will be sitting around killing time until a '28 becomes

available, with no conversation relevant to their interests apart from gliding. Now am I going to go out on a limb and suggest a scenario for those members of the club that do not consider themselves to be a 'young person'.

Imagine that a friend introduces you to a sport, for the purpose of this example we will use Sky Diving. You arrive at the airport at about 9:00am and assist in preparing the Jump Plane for an hour or so and meet lots of young people. In fact, as far as you can see there doesn't appear to be anyone your age apart from your friend. You realise that this looks like the sort of environment that your son/daughter would enjoy being a part of, but you can't imagine that you would really fit in. He/she takes you up in the aeroplane and you jump out and enjoy the rush / scenery / experience and find yourself back on the ground. Apart from the fact that you can now tell all of your mature friends that you jumped out of an aeroplane, you have now severed your association with Sky Diving, even though you enjoyed it immensely.

From my own experience I can tell you that there is a lot of competition for leisure activities these days for someone my age. One major example would be simply socialising with people of a similar genre, whether you are at the beach or on a cricket field for example. Although a lot of people my age would, and do, find gliding enjoyable, they simply would not give up a whole day to pursue a sport that could see them spending weeks at a time in a small town in the middle of NSW with (excuse the expression) old farts in terry towelling hats.

Personally I don't think that any marketing or advertising can resolve this issue. The only way is to breed juniors. I think that if half of the people I have taken up could have done some training with me or someone my age, at least initially, they would come back. Since I have been at Southern Cross, nobody has ever mentioned to me the prospect of becoming an AEI. In my example it may be because I am a dangerous pilot, I'm not sure. But imagine having 3 or 4 instructors under the age of 25 on the roster. The club would surely then see young passengers become young aspiring pilots, and then in a few years you would have more young instructors.

Now time for a disclaimer. I am not knocking the job that the instructors at the club do. They are all to be commended for giving up their time to help the future of the club. Also, I want to make clear that the above are completely my own opinions and nothing more.

Nick Gilbert.

Thanks Nick. That should bring a response! Perhaps this can be discussed at the meeting on 16th February.

A couple of bits of trivia:

What does the IS in IS28 stand for? These are the initials of the designer, Dipl.Ing. Iosif Silimon.

What does Jantar mean? It is apparently Polish for Amber. Other aircraft from the same manufacturer include the Ogar, meaning Greyhound; the Puchacz meaning Owl; and the Junior, meaning, Junior.

You never know, you might be able to work these into a conversation sometime.

SCGC Weekend Instructors

	<u>Home</u>	<u>Work</u>
Jim BANNATYNE	9875 2439	0412 701 419
Dave BOULTER	4626 8165	8875 9541
Michael BOW	9873 6285	
David CALLAHAN	9482 8882	9342 5903
Peter CHAPMAN	9979 1125	9913 4203
Dave CLAMPETT	9639 8064	8775 7876
Lee COLLINS	9686 1535	9845 6533
Michael DOWNIE	9713 5739	9418 3000
Paul KOVARI	9622 5043	
Eddie KROPKOWSKI	9712 7419	93905125
Ken McCracken (reserve)	9614 1793	
Bill NIXON	9674 2771	9838 4165
Clive POTTER (CFI)	9634 6186	9763 3516
Andrew RICKARD	9636 4120	9666 6975
Derek RUDDOCK	9487 3752	9312 8221
Dave SEDMAN	9589 1026	
Werner VON EUW (reserve)	9451 9168	
Dean WARD	9639 8033	8266 7450
Kevin WESTON	9580 4143	
Frank CROWE (reserve)		9719 8692
Ray MORTON	4626 2216	
Woody WOODTHORPE (reserve)	4751 2796	
 AEIs		
Don PALMER	4653 1146	9756 3513
Clifford JEFFERIES	9680 7106	8870 0802
Richard SAMS	4655 1446	4658 1110
Paul SCHLUSSER	0418 967 226	9417 5094

Camden Tower (only if necessary please) 4655 8346
Camden Automatic Weather Station 4655 9248
Clubhouse 4655 8882

Instructors and AEIs please note: If you cannot attend as rostered, PLEASE arrange a swap or try a reserve. If all this fails to solve the problem, ring Lee Collins.

Not at our club, of course:

A visitor noted that after the tug landed it was on the ground for an hour, even though gliders were waiting to be launched. "What was the problem?" he asked. "The tuggie heard a grumbling noise from the engine," he was told.

"So it took an hour to fix the problem?" "No! It took that long to find another tuggie!"

The Moatzagotl:

(The what?)

Considering how long mankind has depended on, and been fascinated by the weather, it comes as a surprise to find that the causes of some of the major weather phenomena have only been discovered quite recently. Of course the 'red sky at night' mantra was thought up centuries ago, and no doubt there were other sayings based on experience, though they didn't explain causes.

However, over the past few centuries there has been a steady build up of scientific information. As a couple of examples, the invention in 1643 of the barometer by the Italian scientist Torricelli was the starting point for investigating the link between air pressure and weather pattern, and in 1735 the English lawyer cum meteorologist George Hadley first theorized about the general circulation of air in the troposphere, and why the trade winds occur. On the other hand, surprisingly, an understanding of cold fronts, and the mechanism by which develop was only determined by Norwegian meteorologists just before the First World War.

Even more remarkable is the fact that the existence of the jet streams only came to light in World War II. American long-range bombers, flying at high altitude across the vast expanse of the Pacific, found themselves battling against unimagined headwinds, or barrelling along, propelled by colossal tailwinds. Over the next few years these winds were investigated and are now used to their advantage, or avoided, by high-flying aircraft. Then there is the El Nino phenomenon which can affect our climate so dramatically, and which only came to be understood in the last couple of decades of the twentieth century.

There is one phenomenon of great interest to glider pilots which, strangely enough, wasn't investigated until the 1930's, despite its very obvious trademark. That is the mountain wave, and the commonly associated lenticular clouds.

So what is the Moatzagotl? Well the story, rather abbreviated, goes like this.....

In 1931, one of the most famous of the German glider pilots, Wolf Hirth, was visiting Silesia when he was told of a strange stationary cloud which frequently occurred when there were southerly winds over the mountains above Hirschberg. The cloud was known locally as the Moatzagotl. Hirth was asked whether he could investigate it. However it was not until 1933 while Hirth was instructing in the area that he noticed a glider was gaining height while flying in a straight line. At the same time the elliptical Moatzagotl cloud was forming. Hirth took off and flew towards the other glider. After a struggle with the turbulence which he experienced on tow at low altitude, the air smoothed out. Hirth released and found that he was climbing steadily. He was able to get a climb rate of 8 knots, or, if he flew too far north, a similar sink rate. After an hour and a half he landed, and pondered on the source of the lift. It was clearly, in some way connected with the Moatzagotl cloud.

Following Wolf Hirth's flight other pilots tried their luck when the presence of lift was indicated by the rather strange cloud. In the next five years, leading up to World War 2 the heights achieved were increased year by year. In 1938 Hirth climbed so high that at about 19,000 feet the needle ran off the top of the barograph. Later in the same year another German pilot Dr. Kuettner, soared the face of the Moatzagotl cloud itself, reaching 22,000 feet.

During these years not only glider pilots but meteorologists had taken an interest in these phenomena, and gradually the combination of conditions which would produce mountain waves became understood.

In Britain a local wind, known as the Helm occurs in the Pennines. It was called the Helm (helmet) after the cloud associated with it. The year before his record breaking flight Dr. Kuettner had written saying that he thought that great heights could be reached in this area. In 1939 a small group of pilots set up a winch at what they thought would be a suitable position to contact the wave. The first flight was a failure, but on the second flight the pilot found extreme turbulence followed by smooth lift which increased to more than 12 knots, when the indicator went off the scale. Eventually his open cockpit Grunau Baby reached over 11,140 feet – making it a record climb of 10,540 feet.

These figures and those of Wolf Hirth and his colleagues have long since been eclipsed and today wave flights are, of course, quite commonplace. We even do them sometimes at Camden.

Information for the above was mainly derived from 'The History of Gliding' by Ann Welch.

Wave at Camden:

Wave does appear from time to time at Camden, though it is not likely to be of the awesome variety found at places like the Snowies. The seventeenth of July last year, for instance, was a fairly normal chilly day and there was a strong gusty wind. This gave John Jurrotte and Mark Edwards a hard time on their check flights, though they coped well with the conditions. Certainly not a day to get far downwind of the field!

There was an indication of wave activity on a couple of subsequent flights, and then early afternoon Jason went off in the Astir. He found the wave and managed a climb to 6,800 feet near the Oaks, staying airborne for an hour and a quarter. He found it a very satisfying flight.

More recently Bill Nixon reported that on 10th December there was a 15 to 20 knot wind from the west, with gusts to 30 knots. He encountered strong lift, with the averager at one point showing 19 knots. To keep below controlled airspace he had at times to open the air brakes, even though flying at high speed. On the down side, literally, there was some very heavy sink. These conditions too appear to be indicative of wave.

So, if you encounter unexpected strong lift associated with strong wind, give some thought to whether you have flown the Camden wave