



# *The Southern Cross Journal*

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB

PO BOX 132 CAMDEN NSW 2570

Tel. 02 4655 8882

Web site: [www.gliding.com.au](http://www.gliding.com.au)

Editor: Woody Woodthorpe, Tel 02 4751 2796

e-mail; [woody.w@bigpond.net.au](mailto:woody.w@bigpond.net.au)



*July – August 2004*

## *The Presidents Thermal*

It will be a short Thermal in this issue, but I would love feedback on the following. If you have a comment or are interested please drop an email to:

[dboulter@ispdr.net.au](mailto:dboulter@ispdr.net.au) or call me on: (0418) 474 636

**1) One Week Courses** - there has been various discussions about doing this within the Committee and from some members. If we employ somebody to do this we have lots of associated issues (taxes, superannuation, insurances amongst many others). If we did this via instructor members taking time off from work or in a semi retired capacity we don't have to battle the issues mentioned.

- Amongst Instructors, who would be interested in taking a week off to deliver a one week course for about 3-5 students? We would look at two instructors doing air work and ground lectures. Students would be up for about 3 flights each per day. Any takers?

- Students - I need to know who would seriously take this as an opportunity to improve their flying and take them over whatever hurdle they are facing at present. Emphasis is on Pre-Solo and early solo pilots. Any takers? If so when could you get time off work?

**2) New aircraft:** It is my pleasure to announce that the Club has placed a deposit on a new DG303. This is in line with the directions you have given the Club over the last few yearly planning evenings and will give us a newer glider to add to our ever increasingly younger fleet. The aircraft will be similar to cockpit feel of the DG1000 so conversions will be much easier and safer. More details to follow.

**3) DG undercarriage problems:** There have been a number of undercarriage episodes with the DG1000. At last the fixes needed seem to have been applied. This has to be the only weakness in an otherwise amazing aircraft. DG has found fixes to these problems, we have had them fitted and now we will monitor to make sure the problems have been fixed.

**4) Aircraft Captains** - if you find a problem with an aircraft, contact the appropriate aircraft captain. He will work with the Aircraft Maintenance Officer to get the problem looked at and rectified. Aircraft Captains are noted in each journal and also on the Club website.

---

*Presentation Night - 31.7.04*

Also from the President:

(This notice has already been circulated via e-mail, but is included here for the record. Ed)

Our annual Presentation Night is coming when trophies will be awarded for a variety of achievements. Please come along and support your Club.

Also at this meeting we will consider a couple of items that need to be dealt with in an EGM. These are as set out below.

1) The committee has decided that the most cost effective, adequate performance new single seat glider is the DG 303 from AMS. The cost of approximately \$90,000, less the sale of one of our current single seat aircraft at \$20,000 plus (the aircraft to be sold will be decided after the arrival of the new one), is within the Committees range according to Rule 26. It would also be within available funds by the delivery in April 2005. However, as payment will be required earlier the Committee again according to Rule 26 is asking permission to borrow or use our overdraft in case the available funds are not fully available at that time.

**MOTION:** That the Committee be permitted to borrow up to \$20,000 to cover any possible short term funds difference between delivery of a new aircraft and the required payment time.

2) The cost of auditing our annual accounts is rising. Last year it was \$4,000 and looks like it would rise again this year. The external audits are not full audits but a sampling of our activities and are causing a great deal of time and effort on the part of our Treasurers. The Clubs accounts are on computer (MYOB) to deal with GST statements and are presented to the Committee each month, and hence available to members on request. An external audit is not required by either the Club's Rules or the relevant Corporate Regulations under which the Club is registered.

**MOTION:** That the Club agrees that an external audit is not required for our 2003/2004 annual financial statements.

3) At the farewell for Tom Gilbert it was noted that the Committee had approved him for Honorary Life Membership. This must be approved at a general meeting of the Club.

**MOTION:** That Tom Gilbert be made an Honorary Life Member of the Southern Cross Gliding Club.

---

*New members:*

We have had several new members join since the last journal was issued. They are:

Adrienne Keane	Les Broadbent	Stephen Nutter	Russel Barnes	Peter Anderson
Nigel Taylor	Tim Dugan	Paul Milsted	Kevin Curtis	

Welcome, and best wishes for some good flying with the club.

While on the subject of new members, I may have missed some names in the last Journal. If so, my apologies to those concerned.

---

### *Congratulations:*

Four of our members have soloed recently. They are:

Shaun Dunshea, Wayne Cadman, Brian Weaver & Peter Anderson.  
(Peter had actually soloed before in a Motor Falke with the Byron Power Gliding Club, but not in a normal glider).

If any members have made any meritorious flights, either with our club or elsewhere, please don't be modest. Let us all know, and if you can provide a write-up, so much the better.

Incidentally, I sent out an e-mail enquiry to members who fly on other days to find out whether they had any notable flights to report.

The only reply was from Dave Boulter who said:

*“Only the landing I did with Dragon Air at Hong Kong the other day on the way to Tokyo. The typhoon was in full swing and the crosswind was huge. The Ozzie pilot kept the into-wind wing down and then balanced the Airbus on the into-wind main wheel before gently getting the other wheel, and eventually the nosewheel down. In the process we speared to the side of the runway. Then they shut down the airport for a few hours!*

*Fun.....”*

---

### *Flight No. 3001:*

Eddie Pahic timed his flying very neatly so that he made flight number 2001 on January 1<sup>st</sup> 2001. He recently had his three thousandth flight, but it was too long to wait until Jan.1<sup>st</sup> 3001 to do a repeat performance for his three thousand and first.

### *The Committee - 2003/2004*

The membership of the committee is shown in the web site, so it will not be included in every future copy of the Journal.

PRESIDENT	Dave BOULTER	4626 8165
VICE PRESIDENT	Mike BOW	9873 6285
SECRETARY	Martin FEEG	9863 3055
TREASURER	Bryan HAYHOW	4267 2709
CFI	Clive POTTER	9634 6186
AIRCRAFT MAINTENANCE OFFICER	Ron BARNEY	9603 1143
GROUND EQUIPMENT OFFICER	John JUROTTE	4722 3887
TUG MASTER	John DALL	4658 0208
MEMBERSHIP SECRETARY	Jason ARMISTEAD	4647 5904
OPERATIONS OFFICER	Bill NIXON	9674 2771
EXPEDITIONS OFFICER	Don PALMER	4653 1146
JOURNAL EDITOR	Woody WOODTHORPE	4751 2796
ELECTED FLYING MEMBER 1	Bill KIRKHAM	4729 2256
ELECTED FLYING MEMBER 2	Phil ENDICOTT	4730 4774
PUBLICITY OFFICER	Jay ANDERSON	9810 6279
SOCIAL SECRETARY	Cecile RICKARD	9636 4120
ALTERNATE NSWGA DELEGATE	Mike BOW	9873 6285
CERTIFICATES OFFICER	Derek RUDDOCK	9487 3752

*Despite the weekends, there has been some good flying lately:*

The past couple of weekends have been rather disappointing, but those who regularly attend on Tuesdays have been very fortunate with the weather. July 6<sup>th</sup> was cold and windy but despite this there were good thermals until late afternoon, with a persistent street from Camden to out beyond The Oaks

The 13<sup>th</sup> was good from mid-morning onwards and, unusually for a week day, not only did we have all the gliders out, but flights generally had to be limited to an hour to give everyone a fair go.

The 20<sup>th</sup> was a beautiful day. The two seaters were pretty busy all day and several flights of around an hour were made. A few of our solo pilots flew the DG but, surprisingly, no one flew the single seaters. The 27<sup>th</sup> was another fantastic day with several hour-plus flights, and 3½ hours for John Jurotte and Bill Kirkham in the DG. Anyway, it all goes to show that you don't necessarily have to wait until the summer to experience good soaring conditions at Camden.

---

*From the Treasurer:*

A quick summary of the Bankstown Airports Ltd Master Plan briefing held 21<sup>st</sup> July.

1. Camden was to remain as a designated sport aviation airport,
2. The Gliding Clubs were an integral part of that usage,
3. All existing runways were to stay as at present,
4. They forecast over twenty years a doubling of the present traffic levels due mainly to the transfer of existing Hoxton Park traffic plus some small growth,
5. Extra aviation facilities (hangars &/or apron), would be developed if necessary, in the area round past the warbirds operation along the existing tar runway line,
6. Non aviation related commercial use would be developed in the area of the paddock immediately adjacent to our club house,
7. Upgrading/extension of the existing road & plus infrastructure (electricity & sewerage etc) has been factored into their plan,
8. BAL had made its own presentations to Airservices Australia regarding the ludicrous location-specific pricing model being developed. They, like us, saw the dangers here and will be opposing it.

It's obvious that they will be making their money from Bankstown, using the development (in 5 years) of Hoxton Park to retire all/part of their sale price related debt. The stated intention with Camden is to get it to a point where it is at least breaking even & not detracting from the Bankstown profitability.

We can but hope that their forecasts are reasonable & the commercial development is successful. Kim Ellis (CEO BAL) stated to me privately later that there was an understanding that Camden does not have the profitability in it that Bankstown does. He also said that he hoped that the non-aviation business use would subsidise the aviation business use. Having said that, he is a business man.....

He said that the rent reviews on the airport so far were in the order of 10%. I confirmed this with one of the business's involved. Ours will not take place until April next year (no point in asking, he would not have volunteered a figure). At this stage it all seems a reasonable outcome for us. We can but wait & see how it pans out.

*Regards, Bryan Hayhow*

---

*Maintenance:*

I think we'd all agree that it's better to be a bit too early with maintenance rather than a bit too late. So when the person carrying out the DI on the Junior recently noticed that it had 599 hours on the clock he thought that the 50 hour maintenance should be carried out before any further flying took place.

The Maintenance Manual was checked to verify requirements and the necessary work carried out under Phil Endicott's watchful eye.

No problems were found, which is hardly surprising, as when Phil came to sign it off he found that the person doing the DI had misread the hours. The aircraft had only done 559 hours, so it had had a fifty hourly just 9 hours earlier. Well, as I said, better too early than too late.

### *Wheel-up landings*

As mentioned by the President, the DG had two undercarriage collapses recently. Fortunately no damage was done and a modification to the locking mechanism has, we hope, rectified the problem. There have also been a couple of instances of the IS 28 being landed without the undercarriage being lowered. The IS 28's main-wheel doesn't retract completely, so provided a good smooth landing has been made there should be no damage. However, it does emphasise the need to ensure that the pre-landing FUST check has been carried out, including a visual check of the placards.

It is quite a common practice with power pilots, having made their downwind checks, to double check by making a quick GUMP check on commencing final approach. This is Gas, Undercarriage, Mixture and (Propellor) Pitch. These items are not relevant to us, but the idea of a quick mental re-check may be worth thinking about.

There have also been a couple of instances recently of gliders on tow behind the tractor colliding with cone markers, fortunately without damage. So, a reminder to tractor drivers seems to be in order. Make sure that you steer clear of obstacles, go very slowly when towing near other aircraft and, particularly in such circumstances, keep an eye on the wing man. There have been occasions when the tractor driver has been proceeding along, quite oblivious to the fact that the wing man has been frantically calling and waving to him.

### *Southern Cross Gliding Club diary 2003/2004*

Date	Time	Event
31 <sup>st</sup> July 2004	6:30pm	BBQ and Presentation Night
August		Ridge soaring camps at Gloucester
August		Bunyan Wave Camp
Saturday 21st August 2004	9:00am	Glider Working Bee
Saturday 11 <sup>th</sup> September 2004	6:30pm	BBQ and AGM
Sat-Sun 23 <sup>rd</sup> and 24 <sup>th</sup> October		Family & Friends Weekend

### *Dennis Matthews retires.*

*By Woody Woodthorpe*

Sadly we have to report that Dennis has decided to give up flying due to a continuing eye problem. Some of our newer members may not know Dennis well, but even for his many friends in the club it is worthwhile to briefly review his remarkable flying career, spanning almost sixty-three years.

There was an article in AG about Dennis some time ago and I have used this together with information gleaned in conversation with Dennis in preparing this very abbreviated biography.

Dennis, like many other youngsters, was fascinated by aeroplanes from an early age, so he joined the Air Training Corps in 1940, when it was established in war-time England. The following year, on reaching the age of eighteen he volunteered for the RAF and had his first flight in a Tiger Moth in October of that year. He soloed at Booker airfield after 7 hours 20 minutes; an appropriate location to do so as Booker is now home to the biggest gliding club in the UK. From there he was sent to the US to train on the AT 6 (better known as the Harvard), and having obtained his wings he returned to the UK. Dennis completed his advanced training and in October 1943 was posted to 56 Squadron flying Typhoons. These were big heavy fighters with 2,000 horsepower engines, and armed with four 20 mm cannons. I suppose that it could be considered something of an honour to go to 56 Squadron as this was the unit in which two of Britain's WW1 aces served. These were Captain Albert Ball VC, and Major James McCudden VC, both of whom died in that conflict.



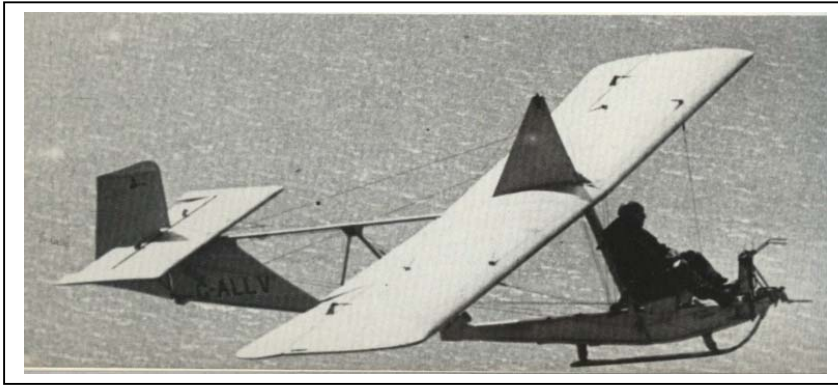
I persuaded Dennis to let us see what he looked like back in his RAF days.  
*The medal ribbon with the diagonal stripes is the Distinguished Flying Cross.*

On D Day Dennis was flying Spitfires but a month later, in July 1944, he was posted to a new wing flying Tempests. This was formed with the express purpose of shooting down V1 flying bombs and while with the wing he downed two of them. The V1's warhead was almost a ton of high explosives which might, and sometimes did, detonate during a fighter attack. Dennis says that this didn't pose a great danger to fighter pilot but I cannot help feeling that the possibility of flying through the space, and debris, where one had just exploded must have been somewhat hazardous, to say the least.

Transferring back to Typhoons, he was involved in a hundred and eighty five operational sorties, mostly ground attacks, before the war ended. Dennis's service was recognised by the award of the Distinguished Flying Cross.

In 1946 he was posted to Germany with the occupation force and was stationed at Lubeck on the Baltic coast, not far from the Iron Curtain, and this is where gliding enters the story, as one hangar on the airfield was full of gliders. These were ex Luftwaffe machines – apparently used for training due to petrol shortage. Six Zogling (very) basic trainers, two Kranich 2-seaters and 4 Grunau single seaters were available together with a winch for launching, and one of the civilian employees at the airfield was a gliding instructor. How lucky can you get? In the summer of that year, when flying ceased each afternoon gliding commenced, and with the long evenings in northern Europe they were able to continue until 10.30 at night.

The procedure established was to have eight circuits in the Zogling, followed by three dual flights in the Kranich after which the pilot went solo in the Grunau.



*Not a Zogling, but a basically similar British primary glider, however this one had the luxury of an Air Speed Indicator.*

The Zogling pilot sat out in the fresh air, with no instrument and Dennis recounted how, when he was about to be launched he asked how would he know the speed to fly. "If the wires make a twanging noise you are too slow. A zinging noise and you are too fast. If they go 'me me me' you are OK" he was told. Well Dennis is still with us so the advice was obviously sound (no pun intended). A musical training would have been an obvious advantage for flying the Zogling!



*The Kranich 2-seater. A high performance machine when it was introduced in the 1930s. This version, with the jettisonable wheels had a best glide ratio of 24:1. The ones flown by Dennis at Lubeck had the undercarriage fixed in place.*

By the time he returned to the UK Dennis had notched up 38 glider flights for a total of 2hours 24minutes. On the strength of this he was awarded gliding certificate No.5563 together with his B certificate badge, with two white gulls.

*The Grunau Baby. A very popular glider, of which about 800 were built. The wood and fabric Grunau had an open cockpit. (Some later models had a canopy). Its best glide ratio was 17:1 at 32 knots. (And some people complain about the Junior's lack of penetration!).*



In due course Dennis emigrated to Australia and in 1968 he joined Southern Cross Gliding Club. In 1972 he became an instructor and from 1977 to 1980 he was CFI of the club. Not content with simply instructing he was also Vice President for five years. During this period the club was given notice by the Civil Aviation authorities to vacate Camden within three months as 'gliding and powered flying are incompatible.' Dennis spent several weekend looking fruitlessly for an alternative site, while at the same time arguing the case for staying at Camden. The fact that we are still here shows that the arguments were persuasive. In addition to involvement with Southern Cross, Dennis was Assistant RTO Ops for four years in the 1980s, and an NGS examiner from 1989 to 1992.

Apart from these activities, Dennis was in a syndicate which owned a 17 metre Kestrel. He flew in NSW state comps from 1972 to 1980 and in the National Sports Class comps for five years in the late eighties.

Back in the seventies the club owned an RF5B motor glider. Dennis and another member flew this in a Round New South Wales air-race, under power, finishing 3<sup>rd</sup> out of 233 entrants.



*The RF5B, 2 seater.  
17 m wing span.  
Best glide ratio 26:1*

*It has a single wheel glider-type undercarriage, and small outrigger wheels near the wingtips. The engine was derived from that in the Volkswagen 'Beetle', and it has a feathering prop.*

As all our older members will know, apart from holidays Dennis was the instructor in charge of Wednesday operations for ten years until quite recently, and many of our past and present members reached the solo stage under his guidance. He has also been the elder statesman on the Instructors' Panel for more years than most can remember.

Starting gliding on the rather primitive Zogling, Dennis has gone on to fly 36 types of glider, including the modern super class machines, the ASH 25 and the Stemme. In doing so he has amassed a total of over 3,600 hours gliding. He has also flown 20 different types of powered aircraft, for a total of more than 2,000 hours.

Best wishes for the future Dennis, and we look forward to seeing you whenever you feel the urge to come and see some gliders and, of course, some of your old mates.