



# *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*



*July – August 2005*

## *The President's Thermal*

It is 31<sup>st</sup> July, and I'll soon be on my way to Singapore. Looking out the window of the Sydney Airport QANTAS Club I can see a magnificent day for the second day of flying our new DG303. Congratulations to all those who put in such a fine effort in getting this glider to us. I am not going to name you all for fear of leaving someone out. I can say that a lot of the Committee has been involved in one way or another and of course other members of the Club. Thanks to you all.

It is winter now and I hope you are all taking advantage of the amazing weather we have had to keep your flying skills in shape. I want to encourage you to get out there and hop in a glider with an instructor on the sometimes difficult windy days that will occur.

Being winter we need to have respect for the weather changes that can happen quickly, for the shorter days of potential lift, and the strong winds. Ground handling of aircraft and keeping an eye on them during the day, while on the ground, is very important. Keeping an eye on wind strength and what it is doing should be part of our flying discipline, but it needs to be emphasised more at this time of year. Watch where you are and where the Camden Airstrip is, also watch where the wind is coming from. Luckily there is plenty of water around at the moment so it is good to use the dams as indicators of where the wind is coming from, and its strength. Talk to an instructor to understand more about this important skill.

Make sure you are within gliding distance of a landing field at all times, particularly if you have to fly into wind to make it to that field. A very experienced pilot gave me advice on how to deal with flying. It is the old principle of having a column of "Red" indicators and a column of "Green". If the balance between these was close or the Red was higher than the Green then this is a day to consider simple local soaring and working on your skills with exercises close to the airport. For example: Winter by

it's very nature is a "Red", strong wind is a "Red", Cumulus clouds around is a "Green", absence of clouds can sometimes be consider a Red.

We have been going through a rough patch with damage to our gliders at present. The CFI has found no pattern to this and sometimes these things happen. I just want to alert you what our AEFs sheets say: 'Gliding is DANGEROUS'. There are risks in our sport, just like other sports and we take a lot of steps to identify and minimise the risks involved. Never compromise a rule or take a short cut, it allows a risk to sneak into the equation. There is an envelope of safe operation and I guess I am asking you all to make sure we don't explore all the corners of that envelope, especially in winter.

The Committee has started on a Balanced Scorecard method of reporting to the members. The feedback we have had so far is great and I have included some changes to the scorecard based on that feedback.

The recent Presentation Night was fun and we had a lively, quick presentation of trophies. Congratulations to all recipients.

The next Journal will be out probably in Sept-Oct and we will definitely be in the windy season then, but soon after it will be the start of the usual great soaring conditions that happen at Camden. Practice over the next few months means you'll have a great start to Summer soaring. I hope you have a plan of what you want to achieve in your flying. If not email me and I will put you in touch with somebody who will be willing to help you.

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### *The 303 has flown:*

As our President has noted above, the DG 303 was flown for the first time on Saturday 30<sup>th</sup> July. Martin Feeg, who made the test flight immediately wrote a brief initial report, which was circulated by e-mail. I won't reprint it all. The first few words summed it up: "*Hi folks, I test flew our new baby today, and she's brilliant.*"

Martin has since followed up with a more comprehensive report:

### *Our new Baby*

On Thursday night Bryan's text message read: "CofA approved. Can you test fly on weekend? Finally the long awaited moment had come. Five weeks ago I was asked whether I would be willing to test fly. So I sat back, read the manual, consulted the Zacher-Program and made a cheat sheet. Friday night I mentally went through the various details of ground checks and in-flight checks again. It's Saturday morning at the field and there's a bit more excitement than usual as those who turned up quickly became aware that "something's in the air". A thorough check satisfied me, however 3 minor issues I wanted to double check with Camden Sailplanes; fortunately Peter had been in and was able to answer.

It took no time to feel comfortable in the roomy cockpit; all controls and instruments well positioned, I really felt at home. The DG 303 was hooked up and off we went. With me being rather light (with parachute just 6 kg above minimum) she lifted off very early. Although she danced a bit (probably excitement at finally being in service) it was no problem to show her which way to go as the controls had already become very responsive.

It was quiet while on tow, but as soon as I had released I became even more aware just how quiet she is. Still 50 kt indicated and not a whisper. Of course I was anxious to find out about the undercarriage and was pleasantly surprised. Although it takes a firm effort to move it to its retracted position, the lever locks in without any problem.

Lowering it was even easier, just unlocked it travelled of its on accord forward and locked with a thud, like magic. Trying as if getting stuck in mid travel proved it was just as easy to get it back into the

extended position. As all of you would do, check the lever position visually and with a bit a tug to confirm that it is really locked, and we won't have a belly landing.

Putting her through slow speed, stall and spins, with combinations of all the various possibilities she behaved so beautifully that I would have proposed if I hadn't already been married. No viciousness, and hardly possible to force her into a full spin, that's a pattern we love for a good club aircraft. Straight and banked flight at various speeds as well with hands off made me feel like sitting in a train. Trim operation covered the full speed range up to 145 kt.

Thermalling was just as easy. Once stationary, only a tiny hint of top rudder to glue the jaw string into position and the usual suggestion of stick was necessary to compensate for the turbulence. The roll rate is magnificent; it took only 6 seconds to make her go from 45° to 45°.

The airbrakes proved very powerful; unfortunately I was running out of altitude by now and couldn't test every detail. But it appears about 10 kt descents are possible, and with an IAS of more than 55 kt she shows you the attitude to maintain speed with a distinct pitch forward. Please let her do it and don't bleed off the speed by enforcing the previous horizon picture.

About time to land, deliberately I chose a rather high final to check my previous findings on the airbrakes. With ¾ airbrakes the descent was steep and offered a very good visibility of the landing spot. On time rounding out and carefully putting the airbrakes back to about 1/3 allowed for a nice flare and a smooth landing. Finally interest was drawn by the **wheel brake** which proved even more powerful than on the sister ship DG 1000. **Folks, be careful or she will lift the tail.** Not a lady like behaviour.

All we have to do now is, get familiar with her throughout winter and spring and collect badges and trophies once summer knocks at the door.

Cheers,

Martin

P.S. My recommendations:

- For your first flight I would suggest to put in weights so that the overall cockpit load is at least 75 kg, this will help to prevent her taking off unexpectedly soon.
- Have the trim full forward.
- Check that the bottom cushion is behind the rim around the control column. It is a parallelogram and the whole lot travels, it doesn't pivot. So check to make sure that the cushion doesn't restrict the movement of the control column.



*Dominique Estival and Geoff Uther inspect the DG 303 prior to flying it on Sunday 31<sup>st</sup> July.*

*Welcome to New Members:*

Welcome to Cameron James, Barry Goldman and Glenn MacDiarmid.

Best wishes for some good flying and camaraderie in the club.

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### *Presentation Night*

About thirty members, some with their wives, attended for the trophy presentation. The general feeling was that the awards were all very well deserved.

I won't comment on each of the recipients, but Lydia Merrill and Jack Laarakkers good work as Duty Pilots was justifiably rewarded, and no doubt Elsie will be hoping that this will encourage the rest of us to make her work easier by keeping the log in good order.

Peter Chegwiddden received the Quiet Helper award. Some of you may not be aware of the amount of time Peter spends working with Camden Sailplanes, helping to keep our fleet flying and, incidentally, saving the club money.

Phil Endicott, similarly, does a lot of unpaid work for the club carrying out annual inspections etc., and conducting Daily Inspection courses.

Richard Shemtob and Bill Pain were both recognised for their cross-country skills. If you want any advice on the subject they'll be only too pleased to assist.

I'm also sure that everyone will be pleased that Clive Potter's contribution over many years, as an instructor and in recent years as CFI, was recognised with the Johnson Memorial Instructors Award .

As I said earlier, all the awards were well earned and I'm sure that the recipients were pleased that their efforts havn't gone un-noticed.

### *TROPHY WINNERS 2005*

#### *TROPHY (annual)*

Longest flight from Camden (4 hours 4 minutes in HDP)	Bryan Hayhow
Longest flight by a club member (This will become a permanent trophy soon)	Martin Feeg
Wooden Towball (Greatest number of out-landings from Camden)	Richard Shemtob

#### *PERPETUAL TROPHIES*

Johnson Memorial Instructors Award	Clive Potter
Wally Mauer Trophy for Most Improved Pilot	Matt Segafredo
Bob Smith Trophy for Encouragement (encouraging cross country flying from Camden)	Richard Shemtob / Bill Pain
Norma Johnson trophy for Quiet achievers	Lydia Merrill

(For consistent good work and good humour as Duty Pilot)

Carter Fellowship Award for  
Outstanding Service

Jack Laarakkers

(Consistent good work as a Duty Pilot over many years)

Bert & Norma Johnson Trophy  
For Quiet helpers

Peter Chegwidden

Presidents Trophy

Philip Endicott

Gerald (Dickie) Bird Trophy  
For The Outstanding Student pilot

Timothy Dugan

Dennis Matthews trophy for  
Most Improved Competition Pilot

William Kirkham

*First solo certificates:*

Also on Presentation Night First Solo certificates were given to Vasant Khilnani and Glynn Morris.  
Will Schmidt, who was unable to attend, received his certificate by mail. Congratulations to all three.



*Bill Kirkham, Lydia Merrill  
and Matt Segefredo with  
their well-earned trophies.*



*Clive Potter, Tim  
Dugan and  
Martin Feeg were  
also among the  
trophy winners.*

*Apology:*

How embarrassing, firstly to make an arithmetical mistake in last month's quiz, and then to make another mistake when circulating a correction.

Reminded me of the correction by an English newspaper to an obituary of a General:

"Where he was described as 'battle scared', it should of course have read 'bottle scarred!'"

*More on outlandings:*

The last Journal included a couple of accounts of out-landings made by Richard Shemtob. He had in fact written about three such events, but space considerations caused this one to be held over.

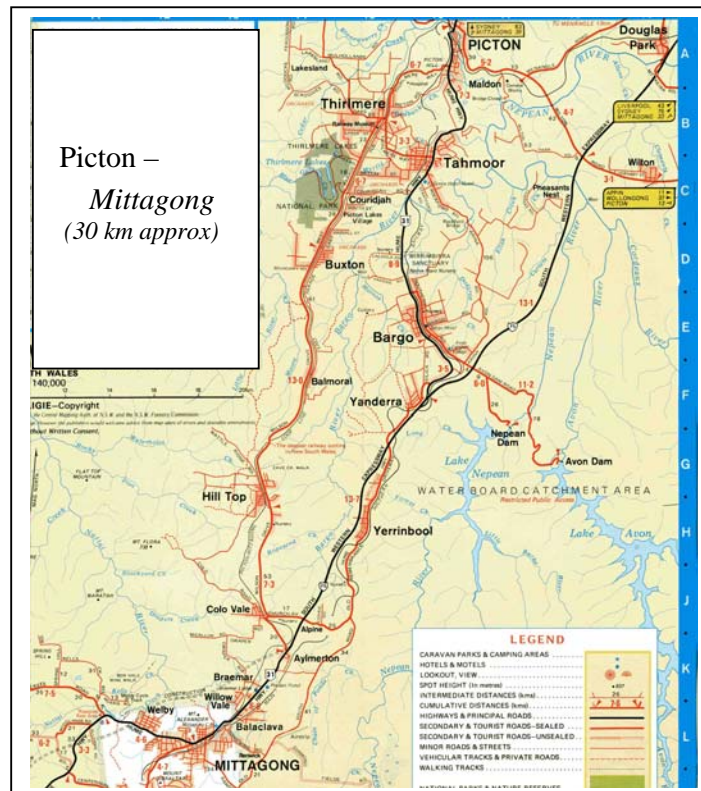
Saturday, 23 April 2005

**Paddocks immediately to the north and west of Yerrinbool and the M5 freeway.**

Today I was planning another cross-country with my buddy George Peters, in the DG1000 of course. A couple of AEF flights were carried out in the DG first of all, then Dean Ward took one of his friends for a flight before us ... just in case we out-landed; a very wise move in hindsight!

Just to make sure that we were properly prepared I arranged with John Mikulandra that he would give us an aerotow retrieve if necessary, and I organised with Bryan Hayhow to be each other's trailer retrieve crew if required!

It started with a very promising takeoff and a release at 1,000' agl, a reasonably quick climb to 4,500' and off we went to the south again. Topped up at the Razorback and again south of Picton up to 4,500'. It was at this time that I made the tactical error of pushing south to an area where there was a monster bush fire that I didn't intend to use ... why? If you had seen it from close quarters it would have been self-evident! The fire was sucking in all the air around it and everything was going down. Although we were at 4,500' south of Picton, Mittagong aerodrome is at 1,860' amsl, this gave us 2,640' above ground ... we were travelling towards higher terrain.



I had a look at the paddocks, immediately north of Yerrinbool (one of which I eventually used), while still travelling southbound. On passing Yerrinbool, it was apparent that the situation was not improving, and as Mittagong was just out of reach for a safe approach and landing, I decided to turn back to the paddocks while I still had enough height for a closer inspection.

There were about six paddocks all of similar size to choose from, a couple of them had a mild slope, and I spotted four that were fenced. I chose what appeared to be the longest paddock (twice the length of the rest) running east - west, with a line of trees bordering it to the south and to the west, and a few trees on its eastern boundary.

I was landing to the west with an approach over the freeway; and it is lucky (for the drivers) that the freeway is sunk into a cutting at that spot, otherwise we might have been a distraction for them! On short final I noticed a fence line running north - south bisecting the paddock and crossing my intended landing path. I didn't pick out this fence earlier; it was basically running from the bunch of trees on its northern perimeter to the line of trees on its southern side. The only thing left to do was to close the airbrakes; we cleared it by a comfortable margin; then full airbrakes again ... a beautiful touchdown (almost always happens on our landings when no one's around to voluntarily score it and critique it for you!).

Maximum braking after that. The wheel brake on the DG1000 is fantastic ... very important on cross-country machines! We had about 50 metres left straight ahead when we came to a full stop; there was more distance to the left had we had needed extra length. We landed in the south - western paddock. An aero retrieve was unfortunately not possible. We raised Bryan Hayhow in the Jantar who kindly cut short his flight and headed back to Camden to bring the trailer. I called Camden Tower on the mobile to advise the controller not to get worried by our radio silence as we were sitting in a paddock ... he was most appreciative of the call, and sounded genuinely sympathetic!

George Peters and I started our afternoon hike to find the way in and out of the paddock, all the while updating (excellent mobile coverage!) Bryan and Glynn Morris who were coming to get us. We crossed under the freeway, visited Tennessee orchards (closed and padlocked on Saturdays), retraced our steps and walked around the other way. We eventually stumbled on some motorcycle trail riders in a fenced area riding around a dirt course.

They pointed to an area where they thought there could be access to our field, and gave us the names of the access roads from Yerrinbool. Spot on! We had walked the wrong way when we started ... ah well, that was our exercise for the day.

Now the critical information for future outlanders ... **the access details:**

Take the old Hume highway from Bargo to Yerrinbool; in Yerrinbool turn right into Sierra Street, which crosses over the freeway, and then right into Western Road (a most precise name). You are now basically on the western side of the freeway, travelling northbound. A dirt track will lead to a gate (which is the entrance to the motorcycle dirt track) with a private property notice and a big padlock, which they don't use anymore because people keep breaking them to get onto the dirt track. Go through that gate and continue straight-ahead - still northbound; you will reach another gate. This is the entrance to all the paddocks that are linked with other gates, which are not padlocked.

De-rigging the glider went quite smoothly and everything was packed up and secure by last light. We had a little fun with the gates and the geometry of the pathways on the way out, but before long we were out of the paddocks, and on our way back to Camden. We dropped the trailer back at Camden in readiness for the rigging in the morning ... as it happened I was rostered to fly the tug the next day. Once all the spouses were advised, we went to the local Chinese to quench a well-earned thirst, and feed four hungry tummies!

I would like to take this opportunity to again thank Bryan Hayhow and Glynn Morris for their help on the retrieve and all the gang on Sunday who helped with the rigging.

I must not forget my passenger, George Peters who quite a few of you know. He has been coming with me for glider flights over the past few years, and is the only person who has had the pleasure of out landing twice with me! The first one was a couple of years back at The Oaks.

We have had some great flights together including a three & a half hour flight just before Xmas 2003 where we discovered wave soaring together for the first time. It was west of Warragamba Dam in a howling west - nor wester, and we had to keep leaving the wave at 7,500'!

For the curious amongst you who don't want to drive out to the paddock ... you can go to the following web sites for the access maps and satellite photos of the paddocks and their relative locations to Yerrinbool. Just key-in the word Yerrinbool and then zoom in and out, as well as pan

around. When you consider that these pictures were taken on 1 January 1999, just imagine what Uncle Sam's satellites can see nowadays!

The map list:

<http://uk.multimap.com/index/AS2.htm> **Yerrinbool map:**  
<http://uk.multimap.com/wi/125894.htm> **Satellite pictures' home page:**  
<http://www.globexplorer.com/>

Select the International Tab, type-in Yerrinbool and pick Australia.

In summary, the paddocks are very usable ... the things to bear in mind are:

- Make your out-landing checks early, and have an alternative in case there later appears to be a problem with the selected paddock
- Paddock lengths of 250 - 300 metres; consider the diagonal.
- Remember the fences.
- Fly with precision.
- Use a flat approach.
- No excess speed in the circuit.
- Not recommended as your very first out landing in anger.

*Editor's note:*

*Please remember the various points made about safe cross-country flying from Camden in the May-June Journal. If in doubt, re-read pages 5 to 9 of that issue.*

*Apology:*

How embarrassing, firstly to make an arithmetical mistake in last month's quiz, and then to make another mistake when circulating a correction.

Reminded me of the correction by an English newspaper to an obituary of a General:

"Where he was described as 'battle scared', it should of course have read 'bottle scarred!'"

*An expedition to the Oaks:*

Tuesday July 5<sup>th</sup> turned out to be a fine, clear day, so it was decided to make a trip to the Oaks. Three two seaters were available for the trip. The photograph (not a very good one unfortunately) shows Eric Wyle, the tug pilot, Mike Bow, Paul Milstead, Woody Woodthorpe, Tim Dugan, Eddie Pahic, Don Flecknoe (who drove out to assist) and Jim Kent. The Tuesday mob have made similar expeditions in the past, and they have made an interesting and valuable change from normal routine.



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*What a difference a day makes;*

On Tuesday 26<sup>th</sup> August it was blowing a gale, with gusts up around 30 knots. It didn't stop flying, and in fact the wind eased in the afternoon, but it did remind everyone that with the windy season upon us we must take great care to avoid damage to our gliders. K13s are light compared with fibre-glass aircraft and I can recall a K13 being blown over in a strong gusty wind. We need to ensure that all our gliders are secured in these conditions, but it is especially important with the K13. The K13 should be parked with the into-wind wing on the ground and weighted with a couple of tyres, (ie unlike the heavier fibre glass machines which should normally be parked with the down-wind wing on the ground). In really strong wind it is advisable to place a heavy tyre against the skid to prevent the glider weather-cocking.

We also need to exercise care to ensure that canopies are never left open unattended and when shut they must be **locked**. Canopies have been known to blow open in strong winds!

If you are sitting in the glider with the canopy open hold onto it. Apart from possible breakage, a slamming canopy might cause injury. All very obvious, but we sometimes need reminders, as you will see later in this Journal.

The 27<sup>th</sup> turned out to be a totally different day. Calm and warm with good, albeit blue, thermals from quite early in the day. Every aircraft available was wheeled out and for much of the day they were all airborne. What a pity that it can't be like that more often.

*A word from Elsie:*

In the period when we operated only one K13 it was enough to enter just 'K13' in the log. However, now that we have two K13s it is essential that the correct registration letters (either GIQ or GTU) are noted on the log sheets so that the data base of aircraft usage is maintained correctly.

Some log keepers have overlooked this, making it necessary for Elsie to contact members to find out which machine was flown on the flights in question.



*Calm down! The DG hasn't been hijacked by Osama bin Laden. It's your friend and mine Bryan Hayhow.*

*(Just a comment Bryan; you aren't hang gliding now.*

*With the canopy shut you don't need to worry about swallowing flies!)*



## SOUTHERN CROSS GLIDING CLUB DIARY 2004/2005

Note: Venue is Clubhouse unless specified different

Some of these events have already taken place, but they have been left in the table below, for the record.

Date	Time	Contact	Event
25 <sup>th</sup> March to 28 <sup>th</sup> March 2005		Don Palmer	Easter camp – Goulburn
16 <sup>th</sup> April 2005	6:30pm	Dave Boulter	New member BBQ – come find out answers to all the questions you have about the Club. Meet other members and talk with Committee
April 2005		Woody Woodthorpe	Radio Procedures Training session
Saturday 25 <sup>th</sup> June 2005		Geoff Croy	Trailer Working Bee
18 <sup>th</sup> June 2005	9-12:00am	Jay Anderson	Radio Procedures Training session
23 <sup>th</sup> July 2005	6:30pm	Dave Boulter	BBQ and Presentation Night
13 <sup>th</sup> August 2005	6:30pm	Don Palmer	Winter Season/Camp Briefing Night
6 <sup>th</sup> August 2005		Woody Woodthorpe	Radio Procedures Training session
August		Don Palmer	Ridge soaring camps at Gloucester
August		Don Palmer	Bunyan Wave Camp
Saturday 20 <sup>st</sup> August 2005	9:00am	Bill Kirkham	Glider Working Bee
Saturday 11 <sup>th</sup> September 2005	6:30pm	Dave Boulter	BBQ and AGM
17 <sup>th</sup> to 24 <sup>th</sup> Sept 2005		Don Palmer	QLD State Gliding Comps
18 <sup>th</sup> Oct 2005	9-12:00am	Jay Anderson	Radio Procedures Training session
15 <sup>th</sup> October 2005	6:30pm	Don Palmer	Summer Season/Camp briefing Night
Sat-Sun 22 <sup>nd</sup> and 23 <sup>rd</sup> October		Bill Nixon	Family & Friends Weekend – Family and friends all fly at Club Rates
20-26 <sup>th</sup> November 2005		Don Palmer	Narromine Cup Week
???? Dec 2005		Woody Woodthorpe	Radio Procedures Training session
26 <sup>th</sup> Dec 2005 to 14 <sup>th</sup> Jan 2006		Don Palmer	Xmas Camp – location TBA

### *Winter Theory 2005 - (Advanced)*

These training sessions are aimed at pilots with completed Silver C or higher.

(This list was circulated by e-mail before the July 20<sup>th</sup> meeting)

#### 20.7. Get ready for the season\* (Martin)

*\*The attendance at this session was very disappointing. If you plan to attend on 17<sup>th</sup> August, please let Martin know early. If subsequently something prevents you turning up, please let him know straight away. Ed.*

17.8. Thermals (Martin)

Thermal entry, working a thermal, when to leave (Martin)

31.8. Cruising, feeling the air, improving the task speed, height bands,  
(Paul Matthews)

14.9. Temp trace (Phil Endicott)

Brief meteorology (Martin)

28.9. Outlanding, Safety (Richard Pincus)

Set your own task (Richard Pincus)

? Additional topic (e.g. when to start final, comp finish, physical factors, hydration, oxygen, what to look out for on look out)

This lecture series aims for pilots with completed Silver C or higher. Basics will be required and a lack of time won't allow brushing up deficits. Sorry – but a basic session will be held as well at a different venue and after mid September.

Paul Matthews kindly arranged for a boardroom to be available for us. Unfortunately the building closes at 18.00 sharp. We therefore gather from 17.30 on and lectures will commence at 18.00. Each evening will have two 45 to 60 minutes sessions, with a break of about 10 to 15 minutes. Paul will provide some light finger-food and a few drinks; a contribution of about \$5 p.p. will be very much appreciated.

Cheers

Martin

Venue: Matthews Folbigg, Level 7 The Barrington, 10-14 Smith Street Parramatta.

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### *Safety matters:*

#### Woody

I generally include something under this heading, and on this occasion it is about backing the tractor towards the glider, or rather **NOT** backing up to the glider.

Today, (Sunday 31<sup>st</sup>) I backed up to allow the Astir tow bar to be attached. My intention was to stop about three metres behind the glider and let it be man-handled forward. Just what went wrong I'm not sure, other than the fact that the tractor's brakes don't seem to function in reverse, and the tractor rolled back and hit the rudder. Any damage is a major inconvenience and results in unnecessary cost, so the lesson is *do not back up towards the glider*. Pull the glider up to the tractor. It doesn't take much effort and I have absolutely no excuse for doing otherwise.

There have been a number of occasions recently where gliders have failed to respond to calls from the pie cart, or the tower. Perhaps they had their radios turned down, or were on the wrong frequency, or just weren't listening. The main point to remember is that the radio is a vital link in safe operations. We should be monitoring the radio at all times and respond if we are called.

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### *Some final words from the President:*

1) Start Time: The Club has agreed at last Planning Meeting to try and make sure we are more efficient in our daily operations. We want to aim to have our first launch start around 9:30am. To do this the instructors should organise themselves so that a sufficient number are there by 8:30 to make sure we get the morning duties completed. The Duty Pilot for the day should be there at 8:30.

2) A "Flight" at Camden: At Camden we seem to consider a flight to be a 3000' launch resulting in around 20 mins duration. Yes, this is a good guide but it should not be our defacto launch height. The Instructor Panel has agreed to make sure training is mixed so that heights for launches are modified to meet the member's particular training needs. It is also good idea to get used to lower launch heights as at Summer Camps, at places such as Narromine, a launch higher than 2000' is looked on as being a waste.

3) Ten Flight courses: The time limit on 10 flight course package has from time to time been queried. The reason why they must be completed within 3 months is because the GFA temporary membership lasts for that period, and a pilot is only allowed one such membership in his/her lifetime.

*Until next time, enjoy some great flying.*