

*The Southern Cross Journal*  
*March – April 2006*



NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB  
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*Vale Ian Turk*

It is with great regret that we report the death of former club president Ian Turk. Ian had ceased gliding before I joined the club, but he retained an interest in our affairs and we had chatted on the phone on a few occasions. As he had had so much to do with the club in its formative years we got him to jot down some details of those early days, and these notes were included in the September – October Journal 2001. There is a copy of this in the pie cart.

Briefly, Ian had his introduction to the sport in England in 1941, flying primary gliders in the Air Training Corps. For those not familiar with them, those primary gliders comprised a wing, a tailplane, a fin and rudder, and very little else. The pilot sat on a wooden seat out in the fresh air with no fuselage at all. As they were single seaters, all flights, from the very first, were solos.

Ian went on to join the RAF and eventually, at the age of twenty, he flew four-engined Lancasters. Fortunately by the time his training was completed and he went onto operational flying the war was almost over.

As a member of the British forces stationed in Germany he took the opportunity to recommence gliding. However on release from the RAF he went to London University and gliding had to wait until after graduation. Ian then joined the ATC again and became an instructor flying open cockpit Slingsby T31s. The T31, which was the ATC's standard glider, had a best glide ratio of 18.5:1 and a Vne of 70 knots. A bit different from our DG 1000.

After emigrating to Australia, Ian joined Southern Cross in 1958. At that time the club's gliders were launched by winch. However from 1964 the club went over to aerotowing using an Auster, and later a Super Cub. The Pawnees came much later. Ian continued gliding until the 1980s, and as mentioned earlier, he was for a time the Club President. He was made an honorary member after his retirement from active involvement in the club.

Without those early members such as Ian, the club wouldn't exist today, and for that we should all be grateful.

President Dave Boulter arranged on the Club's behalf for a wreath to be sent to the funeral, with our sincere condolences to Ian's family.

Woody

### *The President's thermal.*

The Committee had its first meeting for this year on 20th February. Some items and notices that came from the meeting have been circulated by e-mail, but it might be useful to remind members and to convey this information to members who do not have e-mail access.

*Aircraft Maintenance:* In the past couple of months, apart from routine maintenance, the Jantar has been repaired, as has the DG 1000 after its minor accident at camp. IUJ still has to be finished, but the parts required have been delivered and it is in Camden Sailplanes workshop right now. Our 'new' K13, GTU, has a new Aircraft Captain - Jim Gothard - thanks Jim. Please report all problems with GTU to Jim so he can liaise with AMO, Bill Kirkham.

*Ground Equipment:* The clubhouse shower is going to be replaced with a prefabricated unit as a start on the bathroom renovations. We are then going to have a working bee to fix the floors. The piecart will be coming out of service for two weeks so we can give it some much needed refurbishment. How to schedule this is being considered.

*Tugs:* A deposit on a 4 bladed prop has been paid. This prop will result in a much lower noise level than the existing two-bladers.

*Parachutes:* If a 'chute is popped accidentally or is soaked by leaking water bottles, please report it to Bill Nixon and/or a Committee member. In the interests of safety Club wants to promote the prompt reporting of incidents. Please be aware that repacking fee for a parachute is \$50, the Club is not asking for this, as we want parachutes to be looked after and problems to be reported. However, if you would like to donate the \$50 if an incident occurs for which you are responsible, then please just include in envelopes with your flying fees.

*AEF rates:* The rate for AEFs has been approved for increase. I have been too busy to communicate this successfully and we have an overlap period with people who have been quoted different rates. The first official date of increase will now be 1st April 2006, this will give us a clean start in the new accounting period. The new rates are:

- \$180 for the normal 3000' launch. The two subsequent flights are \$100 each and are transferable to a family member or friend of the first participant,
- 7000 foot launch is approved and can be first or last flight of the day. The cost is \$320.

Notices of the increase will be put up in the pie cart. The website will be updated and John and Ray will start telling new AEFs of the increased price. The old pricing of \$150 and \$80 will still be valid for a person who quotes that as the price they were told, or saw on our web site. We would expect this overlap to happen over the March-April period, and to wind down during May.

*NSW State Comps:* There was discussion as to whether SCGC could jointly run the comps at some other facility. While some members are excited about doing this, the workload of running one of the largest clubs, day to day, is huge and we could not do this as well. Any members wishing to participate should contact a club that is running the comps this year and offer their time and support.

*Safety :* Stay tuned for articles about improving SCGC's Safety First attitude and culture, the Committee talked about ways we can foster and improve this in the club.

*Lecture series:* Martin Feeg is going to run his interesting and invaluable lecture series again over winter, so stay tuned as to when and where

*Lastly – but no less importantly:* We made a mistake when awarding last year trophies. The longest flight from Camden was actually made by Russ Davidson. Bryan's flight was the second longest. So with apologies to Russ, a trophy has been made and I have been waiting for a "meeting" to present it to him. As things are going that may be next Presentation Night. Congratulations to Russ on his effort, and maybe he can write a little story for the Journal on the flight (if he still remembers any of it)?

Best wishes to everyone,  
Dave

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### *Achievements:*

- Somewhat belated congratulations to Bill Kirkham on becoming an AEI.
- At this time of year, with the camp over and winter approaching, we don't expect to get quite as many good soaring days as we've enjoyed in the past few months. Nevertheless some very commendable flights have been made recently. Glancing through the log sheets I noted that Bruce Ogden, for example, had a couple of hours up in the Junior on 5<sup>th</sup> April and Chris Becek flew for 3 hours 16 minutes on the 19<sup>th</sup>. There were several other flights which the pilots concerned should be proud of, so if you've had a particularly good flight please let me know the details, or perhaps scribble a few lines about it which can be published in the next Journal.

My apologies to Mark Barnfield for attributing his successes at Tocumwal to his mate Bernie Baer (Journal Jan/Feb 06). I'll make up for it by congratulating Mark when Bernie does something special.

### *A satisfied customer.*

As mentioned above, we are always keen to hear how members are progressing with their flying, so Dave Boulter was pleased to receive Gareth Cherriman's recent e-mail, which I hope he won't mind being copied here:

"I had a great time at Forbes, the conditions were without a doubt the best I have flown in. The crew of people was also fantastic. Eddie K, John J, Phil, Geoff Croy & Jim Kent.

I recently converted to the Astir and I am enjoying flying it very much.

Over the past month I have flown twice with Richard Shemtob in the DG1000. Both flights have been absolutely amazing. It was great to fly such a high performance glider. Last Sunday it was booming, we flew to Mittagong and back. We returned to the field after 2 hours, but it felt more like 10 mins.

In these flights in the DG1000 I really learnt a tremendous amount about cross-country flying, thermaling, keeping a good lookout, using the glide computer, map reading. Most of the flight was well above 5000 feet, however we constantly discussed suitability of various paddocks along the way.

Southern Cross, really is a brilliant club, with an amazing fleet of gliders, having a glider like the DG1000 in the club and having the opportunity to fly with pilots such as Richard has really improved my flying and taken my passion for gliding to the next level.

See you out on the field soon.” Gareth

### SOUTHERN CROSS GLIDING CLUB DIARY 2006

Note: Venue is Clubhouse unless specified differently  
Exact dates will be notified as soon as they are determined

Date	Time	Contact	Event
<b>April 8 at 22 at</b>	<b>8.30am 9am</b>	<b>Phil Endicott</b>	<b>D.I. course (two day course)</b>
<b>April 14-18</b>		<b>Don Palmer</b>	<b>Easter camp – Goulburn</b>
April		Woody? or Jay ?	Radio Procedures Training session
April			New member BBQ – come find out answers to all the questions you have about the Club. Meet other members and talk with Committee
June		Woody? or Jay ?	Radio Procedures Training session
June		Geoff Croy	Trailer Working Bee
July		Dave Boulter	BBQ and Presentation Night
August		Don Palmer	Winter Season/Camp Briefing Night
August		Woody? or Jay ?	Radio Procedures Training session
August		Don Palmer	Ridge soaring camps at Gloucester
August		Don Palmer	Bunyan Wave Camp
September		Dave Boulter	Annual General Meeting
October		Woody? or Jay ?	Radio Procedures Training session
October			Summer Season/Camp briefing Night
October			Family & Friends Weekend – Family and friends all fly at Club Rates
November			Narromine Cup Week
December			Radio Procedures Training session
December			Xmas Camp – location To be announced

#### *Outlandings – Safety Considerations.*

*Richard Pincus*

At the Instructor’s Panel Meeting held on 6th February 2006, some points arose about outlandings that might interest members:

It appears several members have recently performed outlandings without the benefit of a full prior circuit. Fortunately in each case the outcome was a successful landing with no damage done. However, those of us with long experience know such actions usually lead to some aircraft damage, and have led to death or serious injury. Two of these members, we were told, brought the matter to the attention of the Instructor in charge and for this we greatly commend them. The log traces were available and lessons learned from them. A third member “confessed” to the Panel at the meeting, and he also is to be commended. Another Instructor commented, “we’ve all done something like that,” but I hope he was wrong. Surely some of us are capable of learning from other’s bad experiences, rather than having to repeat them?

One worrying thing for the Panel was that the “confessing” Instructor very frankly said that until he scared himself badly in this way, “it was never really brought home to me how important a circuit is in outlanding.”

It is hard to know what else we can do. All members attending the camp were offered not one but two lectures on outlanding safety before the last camp. I gave one of them and Brian Hayhow gave the other. I have also written two articles for Soaring Australia on this subject. I think that neither of the two pilots concerned attended either lecture. But they could not have passed the C level without being told the following:

1. Failing to have landable paddocks you can yourself land in at all times while cross-country is both forbidden and dangerous.
2. Failure to cease flying cross-country at about 2000 feet and pick and properly inspect a paddock is dangerous. That does not mean necessarily you have to stop and land. You can still search for lift.
3. All heights when landing must be JUDGED BY EYE.
4. Failure to be rigorous with safe speed near the ground is dangerous. Thermalling under 1,000 feet is NOT forbidden – getting away in good lift is far safer than outlanding. But you must only do it at a safe speed, usually higher than your normal thermalling speed.
5. Thermalling after entering the circuit is dangerous and forbidden. (In passing, 1.5 times stall plus half the wind speed if over ten knots is safe speed near the ground, enter circuits at no lower than 500 feet – some may use slightly higher )
6. Flying so that you fail to do three legs (downwind, base and final) of a circuit is forbidden and dangerous.
7. The final turn must be done at a safe height (say 200-300 feet judged by eye.)

I understand Instructors are encouraged to examine logs of flights generally and especially after any outlanding and pilots will be asked to explain what the log shows if it appears some danger was posed. Hopefully, the Instructor and the Panel will be circumspect about blaming/disgracing/punishing anyone, but that everyone else can learn at last what really happens “in the field.”

**What you can do.** Ask a friendly Instructor who is current (or very experienced) in outlandings for a refresher. It can be done at Camden, with a landing back at the field. Instructors who are not current might line up first!! Your Instructor will have you wind the altimeter knob, or cover it.

Richard Pincus

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### *A visitor to Camden:*

Ruedi Herzog, a Swiss glider pilot, dropped in at Camden recently, to see the place and have a chat . He is a regular visitor to Australia, having shipped his aircraft out and stayed at Corowa no less than ten times over the years.

We discussed the fantastic achievement of pilots from Corowa in January when, on one day, ten of them made flights of 1,000 kilometres. Ruedi was one of them. Not his first 1,000 km incidentally. He has made two such flights in Australia and one each in Europe and Africa.

By now he'll be back home in Switzerland getting ready for the European summer.

It's a hard life for some people!!

*Ruedi and Eddie Pike  
having a chat at  
Camden*



*D.I. Course.*

Phil Endicott will be running a DI course, the first session commencing 8<sup>th</sup> April at 8.30am and lasting all day. The second session will be on Saturday 22<sup>nd</sup> April and will kick off at 9am. The cost of the course is \$30. If you wish to attend please contact Don asap. You can reach him on 02 4653 1146, or e-mail: [don @portablebuildings.com.au](mailto:don@portablebuildings.com.au)

*Our Tugmaster.*



*John Dall*

*Tug Master - John Dall*

John, who is well known to all but our newest members, started flying almost 40 years ago. His early training was on Victas, moving on to Tiger Moths and Austers. Since then he has flown a variety of aircraft and has been a tug pilot for over 30 years, flying Super Cubs in earlier years and currently, of course, Piper Pawnees.

But apart from power flying, John has also in the past flown a number of gliders starting with the Blanik, K7 and K13, and following up with the single-seat K6, Pilatus and Standard Libelle.

As an all round aeronautical enthusiast he is currently building a Pitts Special which is almost complete. It is different from the usual Pitts in that instead of a Lycoming or Continental engine it has a 260 HP Russian radial, so it should have a great performance, moreover it will certainly be distinctive. (*If we could persuade him to install a tow hook it would make a great tug!*).

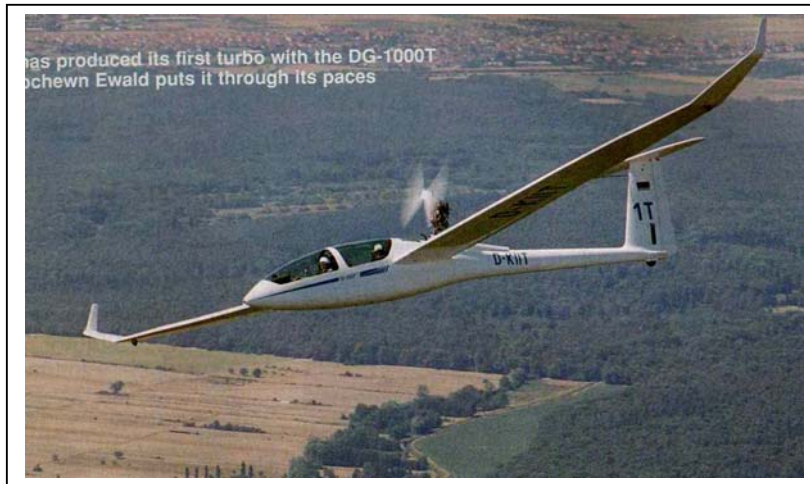
Although a power licence is a prerequisite, it is not enough to operate tug aircraft and John has been responsible for the conversion training of most of our current team of tuggies. Thanks for all your hard work John.

*The Booker "Open class" K13:*

The minute or two after closing the canopy and before take-off, particularly on days such as we had around New Year, is like being micro- waved on maximum setting. How nice it would be on such days to have an open cockpit. Well it may not get quite so hot in England, but a couple of chaps at Booker decided that they'd like some flying al-fresco so they made a replacement for the canopy of one of the club's K13s. I don't know what effect it has on performance, but wouldn't it be great for local soaring around Camden. A thought for next summer perhaps?



*The DG 1000 T - T stands for turbo.*



DG has recently released the latest version of the DG 1000; the 1000T with a sustainer engine. A test report in the October edition of the UK Sailplane & Gliding said that the weight of the engine didn't affect the handling. It took only 15 seconds to fold the engine away, and only 17 seconds was required to go from gliding to powered flying. One press of the starter button began the sequence to raise the engine and get it running.

Although the aircraft is not a self-launcher, the glider engine was used on take off to reduce ground run and increase climb rate. An added benefit mentioned was reduced risk in case of a low level launch emergency.

An unusual feature of the glider is the provision of a stick shaker as a stall warner. Something normally associated with the big jets.

Wouldn't this aircraft be a fantastic machine to own? (Now if only my Lotto ticket comes up next week.....!)

### *Instructor training*

The training course is going well and we should soon have a few more instructors at both Level 1 and Level 2 to ease the workload of our current team.

A question which came up in a group discussion during a training session was: What adjustment to your speed should you make to get the best gliding range when flying into a headwind, or with a tailwind? Useful to know if the airfield seems uncomfortably far away on a windy day.

Well, the answer is when flying into a headwind increase your best L/D speed by  $1/3^{\text{rd}}$  of the estimated wind speed. With a tailwind reduce your speed to min. sink speed. If you would like an explanation of how this works out, discuss it with an instructor. Of course in cross-country flying your speed would be determined by other factors, but that's quite another topic.

Quite a number of our members have moved on to the single seaters in recent months, and are now steadily working their way up through the fleet. This is good news as it has resulted in better utilisation of our fleet. Typical of these upgrades has been Kurt Rall's progression to the Jantar. If you are about to move on to a new aircraft, make sure that you have read the briefing notes, and also get a briefing from someone who is current on the aircraft.



*Kurt Rall gets a briefing on the Jantar from Mike Woolley.*

*Tug pilot cum Instructor Louis Solomons looking on.*

### *De-rigging the K 13*

We recently had to de-rig GIQ into its trailer prior to going to Camden Sailplanes workshop for maintenance.

No problem. With seven stalwart club members on hand (well actually six, plus me) this was not going to take long.

Fortunately someone remembered that the tail had to go into the trailer first, so we positioned the glider accordingly. Tailplane off, (remembering to detach the controls including the trim tab), and stowed away in the trailer. All going according to plan.

Next remove the wings – except that the spanner to undo the main spar bolts can't be found. After several attempts to find a spanner which would fit one was located, the left wing comes off and is carefully secured in its supports in the trailer. The right wing follows, and now everything is going really smoothly.

Fuselage next. Carefully slid into the trailer – but hang on we have to secure the tail to the bracket in the floor. However with the wings in the trailer we can't reach it. OK, first we move the fuselage out and then, having found some tyres and positioned them on the ground, out comes the wing, Fuselage slid back in and tail secured and voila! We are almost there – except that we also have to secure the fuselage to the forward brackets on the floor of the trailer each side. Now there is a slight hiccup! We can't reach one of the securing bolts which is lying on the floor between the fuselage and the wing. Hope we don't have to take that wing out as well! No, one of our members with a fairly long thin arm is *just* able to reach under the fuselage to get it. Great! We have started inserting the bolts when a hawk-eyed crew member points out that the little bit of carpet with each bolt should go

between the bracket and the fuselage. It isn't there to protect the bolt from damage. Good point, and soon dealt with!

Finally the wing goes back in. Congratulations all round on a job well done. It's easy when you have an adequate number experienced people, such as our crew!

Perhaps there was a lesson to be learned from this. Our mistakes probably only added ten minutes to the time required to de-rig, but it's as well that we weren't attempting it in a paddock at night! We should all know how to rig and de-rig our gliders, and in this instance a little bit more thought and discussion before we started would have made the task easier and quicker.



*De-rigging almost completed.*

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*Until next time, enjoy your flying!!*