



# THE SOUTHERN CROSS JOURNAL

**NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB**

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**MAY-JUNE 2002**

## ***The President's Thermal:***

The Club has reached the end of another financial year and is in a good position. The bad weather earlier did affect our income, but fortunately not seriously.

You will have received your membership renewal and there are two things to note. There has been a small increase in amount and there is a personal data sheet to be filled in. The data will be formed into a club member database of qualifications and required renewals such as annuals and independent operator's yearly renewals. A recent occurrence showed that the club must keep such a record.

The Committee at its next meeting will be considering the fees and charges for next year. The principle we are adopting in looking at these charges is that we must, of course, cover annual running costs. In addition the Club should, over a three-year period, have a surplus of \$150,000 to purchase new gliders, improve the clubhouse, hangar and other assets.

A motion will most likely be put forward at the presentation night to enable a loan to be raised to cover the amount needed for GST on the new glider and the fact that IUJ has not as yet been sold. The GST will be recovered very quickly, a maximum of three months and we hope the sale of IUJ not much longer as we have an expression of interest.

The Committee is still working on marketing plans for the Club. May I remind you that in general terms that three factors effect the Club's viability as an organisation. They are, more flying by members, more members and more Air Experience flights. So go to it.

*Michael Bow*

### *New Members:*

Robert Maher, Brad Martin, Gayle Plummer, Michael Russell, Ryan Whiley , Ed Willett, Russ Davidson, Alison Martin and David Stitz have recently joined the Club.

Alby Mather, a member of Central Coast Club and Igor Vavrica have joined us as Associate Members.

We hope that you all have a great time flying with Southern Cross.

### *Achievements:*

- Tom Mountford obtained his Silver C while at cadet camp at Christmas.
- Peter Moffitt also attended cadet camp and received his B certificate.
- Ron Barney and Jim Gothard are now off checks.
- Brian Hayhow and Richard Neale have both moved on to the Junior.
- John Jurotte and Jason Armistead now have back seat Passenger Ratings.
- John Nelson and Tom Mountford have Passenger Ratings.
- Bill Pain has obtained a DI rating and is flying the Astir.
- Jay Anderson and Richard Shemtob are now Level 1 Independent Operators.
- Last, but by no means least, our President, Mike Bow, is now a Level 1 Instructor.

Congratulations to all concerned.

Congratulations also to Jay Anderson and Richard Solomon on obtaining their PPLs, and to Don Palmer on completing his tug pilot training.

The March and April DI courses have been completed and we now have several more members who are qualified to undertake DI's. Well done!

### *Welcome Back:*

It was a pleasure to see Peter Chegwidden back at Camden after his course with Airbus Industries in France, and once again returning to the role of Aircraft Maintenance Officer. It is also appropriate to thank Richard Solomon for performing these duties during Peter's absence.

A welcome return also to Ian Turk, former President, Instructor and life member, who paid a visit to Camden recently and flew with Clive. You may recall that Ian, who joined the Club in 1958, gave an account of gliding in those days in the September-October 2001 edition of the Journal.

It was good to hear that Sally McCosker returned to flying recently after a break.

### *And farewell. .*

...to our old friend Rudi Salter. In 35 years as a pilot Rudi has flown light aircraft, gliders and helicopters, and has also tried his hand at flying a gyrocopter. However he has decided that, at the age of eighty two, the time has come, metaphorically speaking, to hang up his flying helmet. Rudi has been a prominent figure in the gliding movement for a number of years, and those who have attended the glider maintenance courses at Bathurst will have known him as their mentor (and inquisitor) in his role as RTO/Ops.

Among other things, it was no mean achievement for him to obtain his helicopter licence at the age of seventy nine.

I'm sure that everyone who knows Rudi will wish him all the best for the future. Maybe he'll drop by at Camden sometime and pay us a visit.

## *Calendar of Events:*

*Please note in your diary the dates which will affect you:*

15<sup>th</sup> June - **Presentation night and BBQ** (presentation of club trophies)

27<sup>th</sup>- 28<sup>th</sup> July - NGS instructors' revalidation will be held at Camden, This will affect the number of two-seaters available for normal flying.

August - Wave / ridge soaring camp – Date & location to be advised.

15<sup>th</sup> September @ 7.30 pm - **BBQ and AGM**

### **Mini comp 2002:**

Well, the mini comp was almost a non-event. Despite several expressions of interest only three people entered; Richard Solomon, Michael Boughen and myself. 'Mozzie' Mike made the fastest time around the 38 kilometre course, so that makes him the winner. Well done Mike.

Notwithstanding the rather poor support, perhaps we should repeat the competition when the soaring season starts. There are numerous possibilities:

- Two levels of competition for experienced and inexperienced pilots,
- A longer course for experienced pilots, but still arranged to be within a short gliding distance of the Oaks and Camden,
- Short and longer courses, but with pilots covering two laps.

Any thoughts on this?

Woody.

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### **Safety Matters:**

#### **Keeping a good lookout:**

This subject is trotted out regularly, but with good reason. Mid-air collisions are fortunately rare, but they are very likely to be fatal. So lookout was the main topic of discussion at a recent meeting of the Instructors' Panel.

As most pilots are aware, lookout involves more than just looking. It requires a knowledge of how to focus into the distance, and how to scan the sky systematically for other aircraft. It is also necessary to be aware of the circumstances in which other pressures might cause your lookout to deteriorate.

The CFI has placed two sets of notes on the subject in the pie cart. These are 'Training Notes for the Development of Effective Lookout' produced by the GFA, and 'Seeing has to be Learned' put out on the DG website ([www.dg-flugzeugbau.de](http://www.dg-flugzeugbau.de)). The latter is particularly useful in giving information on scanning techniques. For those with Internet access it would be a good idea to download a copy of these notes.

Although the subject is dealt with thoroughly in the GFA and DG notes, it may be useful to mention just a few of the points raised at the Panel meeting. These included the following:

- In almost all collisions, at least one glider should have had the other in sight, so there has been a failure on someone's part to lookout properly,
- When there is nothing particular to focus on we experience "empty field myopia". To overcome this we need to positively focus our eyes, possibly on the wing tip or a distant ground or cloud feature while scanning.

- Several fatal accidents have occurred due to one glider pulling up into the path of another. Before executing a pull up the pilot must look up into the airspace he is going to move into. Sharp pull ups when thermalling in congested areas, such as Camden, are not a good idea!
- When following another glider, don't put yourself into a position where any rapid manoeuvre by him could endanger you.
- From downwind to landing there is sometimes a tendency for pilots to concentrate their attention on the landing area. This could result in failure to see aircraft (including tugs) joining on base, making a straight in approach, or a glider making its circuit at a different level.

The most recent issue of the UK's '*Sailplane & Gliding*' reports the case of a mid-air collision between a glider/tug combination and another glider, in which the tug pilot and the pilot of the second glider were killed. There have been several such accidents reported during the past few years. This is a reminder not only of the need to keep a good lookout at all times, but also to be particular on the ball when in the area where aero-towing is taking place. In addition, of course, monitoring the radio should alert us to tug movements.

With regard to this particular type of accident, it is worth noting that the climb rate for tugs is commonly about 500 feet per minute, or more in the right conditions. Is it possible that one of the factors in these accidents is a failure of the glider pilot involved to scan below the horizon? It wouldn't take much time with your head in the cockpit, or looking in the wrong direction for a tug to suddenly appear at your level.

The tragic mid-air collision of two light aircraft at Bankstown on Sunday 5<sup>th</sup> May is another reminder of the importance of both lookout and radio monitoring.

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### ***Odds and Ends:***

An article which I read recently stated that 10% of road accidents are caused by drunk drivers. The writer commented that this means that 90% of accidents are caused by sober drivers. Get these sober drivers off the road, he said, and it would be a whole lot safer for us drunks.

He went on to point out that only 15% of glider pilots are instructors but they are involved in 35% of the accidents. In the interests of safety they should be banned from flying. There's probably a flaw in the argument but it looks pretty convincing to me!

Many of us aspire to making a 'Gold' height climb, but there are people in this world with far more demanding ambitions. Einer Enevoldson from Scandinavia and American Steve Fosset (famous for his attempt to fly round the world by balloon) are preparing to challenge the existing height record for gliders. They are planning to fly their DG 505 in stratospheric wave to 62,000 feet. The intention is to make the initial climb in lee waves and to continue using the polar vortex which occurs at high latitudes in winter and spring. Thus the flight will be made either in New Zealand or northern Sweden. The pilots will wear heated pressure suits and the glider will require numerous modifications. It is expected that the cold and UV radiation will ruin the glider's gel coat, (but if you are a multi millionaire, what the heck!).

If successful in this venture they aim to build a pressurized glider with a wing span of about 30 metres, to take them to 100,000 feet.

### ***Some glide better than others!!***

Various accounts of big jets losing their engines have shown how surprisingly well they glide. However, some other aircraft aren't too good. The May 2002 edition of Australian Aviation

contains an article titled "Deadsticking a Mirage", which describes the experience of the author following a flame out during a flight from Avalon. He says that "those with time in the Mirage will know that without an engine it has the glide angle of a manhole cover with rough edges. Best glide speed is 300 knots and it covers approximately one mile for every 1,000 feet lost. The standard flameout pattern requires the aircraft to be overhead the runway at 90° to the runway heading at an altitude of not less than 15,000 feet AGL. A descending turn through 270° is then flown to touchdown, with the landing gear being selected down when a key point is achieved. The pattern speed is 240 knots (the limit for lowering the landing gear) and is minimum until established on final. With the gear down the limit speed is 270 knots. Sink rate is very high, around 20,000 feet per minute, and the aircraft must maintain a high energy level to kill this. The landing flare is normally initiated at 500-600 feet." He made it!

Now that must really get the adrenalin pumping!

### ***The Journal – back copies:***

For the benefit of our newer members, a bound copy of last year's journals has been placed in the pie-cart, and another in the club house. This will enable them, when time permits, to browse through previous issues and catch up on some our fairly recent happenings.

(Also in the pie cart there are notes on Radio Procedures and on reading weather reports and forecasts for those wishing to brush up).

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### ***Easter at Camden:***

Those of you who have Internet access will have probably read Jason's weekly bulletins, but for the benefit of the others, the following is a brief summary for the Easter weekend.

Good Friday saw the famous "blue hole over Camden" with the rest of the sky blanketed in solid cloud. Undeterred the duty crew still managed to get seven flights done before rain showers in the afternoon brought things to a premature close. The rain carried over into Easter Saturday so this turned out to be a no-flying day .

Easter Sunday should have been flyable, except that with a full duty crew and only one other Club member there, it was decided to give it all away. I guess that the previous day's weather had put people off.

Easter Monday was a pleasant day after the early morning cloud blew away almost as quickly as it arrived. There were 22 launches done, including four Air Experience Flights and one 2nd-time AEF who may well become a member. Two IS-28s and the Junior were DI'd early, but as more members turned up later in the day to fly their friends as passengers the other IS-28 and the K-13 were brought out. It seems likely that after experiencing gliding Richard Solomon's friend Philip Laycock may also become a member. The day finished off with Andrew Rickard taking his two boys (3 and 5 years old !) for a flight each - it seems that the younger one figured that if he could fly in a jet to Melbourne, then why not a glider too !!! By days end, the Junior had notched up 4 flights, each time with a different person at the controls. The K-13 clocked the longest flight of 44 minutes. For the whole day, the average flying time was around 30 minutes, so in total we did nearly 11 hours of flying.

### ***Tractor matters:***

We owe some thanks to the nice chaps at *Macarthur Tractor and Outdoor* at Narellan - they couldn't get the replacement axle for the Ferguson tractor from Inverell before Easter, so they

kindly loaned us a little Kubota diesel model. Ron Barney affectionately named it the "Orange Wombat". It served us very well until the Fergy finally arrived back on site 4<sup>th</sup> May.

**Jason Arnistead**

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### **Easter Camp at Temora**

Once again we had a strong contingent of pilots practising and improving their cross-country skills at Temora, a commutable 3-5 hrs drive south from Camden. SCGC, as always, was welcomed and well looked after by the Temora club. This was greatly appreciated, Their tug with Jeff at the helm was well on target by putting us in the house thermals 100% of the time. All the people of Temora, including the local council, support Temora's airfield and welcome pilots *even glider pilots* wherever you go,(typical Australian country town). They can't do enough for us. Accommodation was provided on the field with the use of the club house, and the giant kitchen was well used especially for breakfasts. Evening meals in town were superb and especially enjoyed when we all went to the same venue.

The countryside is really well suited to gliding, it is the centre of a large wheat belt with flat endless plains, and paddocks the size of suburbs. Phil's thoughts are that Temora's airfield is one that is within one giant sized airfield, being the south west plains and the Riverina area. This obviously takes away the major fear for most pilots when considering the possibility of outlanding.

We took the Astir WVJ and the Jantar IZU which were shared very amicably between Dave Callahan, Jim Kent and myself. Also present were Tom Gilbert with his SZD 55, 'Mozzy' Mike with his Mosquito and Graham Engel with his DG. Kevin Weston and Phil Endicot got a jump on the rest of us by turning up a week earlier (they obviously needed the practice before we came along).

Every day was flyable though both Jim and myself managed to outland on 2 separate days, quite close to town. This now poses a problem for Phil. He is now looking for a separate venue, next year because he is sick & tired of coming to camps and having retrieve us, (I suppose that is the biggest turnaround).

It was really great to be up at around 5000ft and to listen to the chatter of our fellow Southern Cross pilots at Tocumwal (our other crew of bandits was showing Tocumwal the SCGC abilities). To be able to communicate with your mates so far away and hear them enjoying the same sport was something rather special.

Anyway, has this got you thinking of planning to come to the next camp? Well you'd better hurry up, because if you think that last year's ridge camp was busy, just wait for this year's. So start pestering your wife *or husband* now and get your name in early.

*Don Palmer*  
*Expeditions Officer*

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### **Easter at Tocumwal:**

While some of our members were at Temora for the Easter weekend, Richard Shemtob, Jay Anderson and myself spent a few days at Tocumwal. The plan had been for Richard and Jay to hire a Piper Warrior from Curtis Aviation and fly down on the day before Good Friday, while I was to drive down. However work commitments caused Jay to defer his departure until Friday morning, leaving Richard and Nicole to make the flight.

After arriving at Toke on Thursday I phoned Camden and enquired whether Richard had left. "Yes", said Jim Drinnan, "In his car, with the windscreen wipers going!" Well, it may have been miserable in and around Sydney, but apart from a strong wind the weather was beautiful down on the Murray.

On Friday morning Richard had a short check-out in one of Sportavia's Bellanca Scout tugs and then flew to Albury to collect Jay from a Qantas flight, and bring him to Toke. There was no rush because, although the sun was shining brightly there was no thermal activity until after mid-day. Then in the afternoon while Richard and I had three 'mutuals' in the Duo Discus, Jay flew the LS6, (he must have liked it as he has since bought one!).

On Saturday I took the opportunity to fly a Mosquito for the first time. Hana Zejdova flies this particular machine and I understand that she completed a 900 km flight in it last year. Unfortunately there was again very little thermal activity, so I had a fairly short mainly down-hill ride, but I found that although it has a rather unusual flap and air brake system it is very pleasant and easy to fly. Meantime, Jay re-acquainted himself with the LS4 in which he completed a 300 kilometre flight in January, and it was Richard's turn to fly the LS6. Later Jay tried the Mosquito and I had a run in the LS4.

Don Palmer had driven down from Temora late on Saturday evening and stayed at the airfield, ready to fly with Richard in the Duo Discus the following morning. Meantime, Don Escott of Sportavia suggested that I might like to try the LAK 12 on Sunday, while Jay flew the LS4. I was slightly apprehensive about the LAK, which has a 20 metre wingspan, and flaps, but I needn't have worried, it was a very comfortable docile glider and didn't appear to have any vices. This is, incidentally, another machine flown by Hana Zejdova.\*

On Easter Monday Richard decided to have some dual instruction with Tocumwal's CFI in the Duo Discus, with a view to improving his cross country ability (actually it's me, not him that requires tuition) leaving Jay to fly an LS4 and giving me a chance to get into the LS6 for the first time. Once again it was a beautiful day for most activities, but with an area of high pressure sitting not far away to the east it was not a great gliding day. Nevertheless we thoroughly enjoyed ourselves, and staying airborne was not very difficult as there were a large number of paddock fires producing quite reasonable, if smoky, thermals. Richard had a good flight covering about 225 kilometres. During the day we were using the glider frequency 122.7. Don, Phil and the others at Temora were on the same frequency so we were able to keep tabs on what they were up to. They seemed to be having a pretty good day too, though we heard Don call that he had made an outlanding. Phil's voice came over the radio advising Don to "watch out for that farmer. I think he's going to set fire to the paddock!"

Jay had to get to Albury by 5pm that evening for a flight back to Sydney and had arranged for Sportavia's Beech Duchess to take him there and I went along for the ride. With the guidance of Sportavia's pilot 'Bones,' Jay made a pretty good touch down at Albury, then boarded the Qantas Dash 7 for his return trip. Richard and Nicole headed off early evening and I left the following morning. No great achievements, but good company, some excellent meals, and a few very enjoyable days.

### **Woody**

*\*Hana Zejdova, who hails from the Czech Republic holds two world records and numerous national records. Her Free Distance and Free Out and Return world records were made from Tocumwal.*



### **Other activities:**

As many will have read Jason's weekly round-up, I won't repeat all the details, but there are a few things worth noting:

On Saturday 6<sup>th</sup> April flying was quite good, with many flights of up to an hour, plus three exceptional flights of around 4 hours, by Paul Rindfleisch, Phil Endicott and Richard Shemtob.

On Tuesday 30<sup>th</sup> April Eddie Pahic arranged for some of our members to fly to Wedderburn. Previous 'expeditions' have been made to Paul McElnea's strip, and to The Oaks. Although these do not qualify as outlanding checks for camp, they provide valuable practice in landing at somewhere other than Camden, and they add a bit of variety in our flying.

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### **Anzac Day: (and a new way of encouraging members to fly).**

A beautiful day for almost anything except soaring flight. Nevertheless those who attended had a good time, and although flights were generally fairly short Bill Pain managed to scrape around for over an hour, mainly in zero sink.

Don Palmer and Richard Shemtob were undergoing tug training and were anxious to get in as many launches as possible, so they came up with the idea of splitting the launch cost with the glider pilot. I benefited to the tune of \$40!! What a great idea, and if we can only persuade all the tuggies to follow suit just think how many more launches we'll get.

*Woody*

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### **The Blohm und Voss BV 40: A different kind of gliding.**

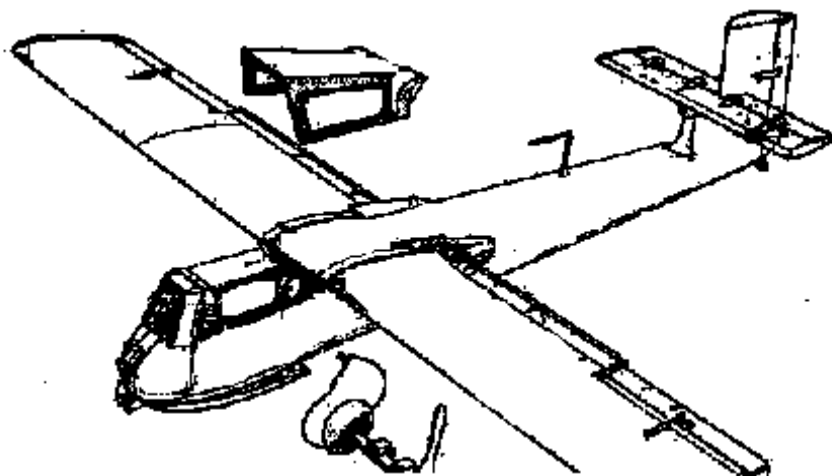
Try to imagine this scenario. It's 1944. The alarm has sounded and you sprint out to your glider – a rather strange looking machine with a wingspan of just under six metres. The cockpit is unconventional, with a sort of 'couch' on which you lie in the prone position, your chin supported on a rest to make it easier for you to see through the small, flat windscreen. Then with the tow rope hooked on the take off commences.

It doesn't take long to become airborne, because the Messerschmitt 'tug' has an engine of about 1500 horse power, and as the climb commences you pull the toggle which releases the two wheeled undercarriage. Landing, if you ever make it back, will be on a belly skid. As the rapid climb continues through ten thousand feet or so you go onto oxygen, and finally on reaching about twenty seven thousand the tow rope is released. The climb has taken just over sixteen minutes and there spread out below you is the reason you are here. A vast formation of B17 Flying Fortresses heading for the German heartland.

You ease the nose forward and as the speed builds up you select a target. Each Fortress has a defensive armament of ten heavy calibre machine guns. Multiply that by the number of aircraft in the formation and the firepower is awesome. But fortunately the small frontal area of the glider and the fact that it doesn't leave a vapour trail or have a propeller disc to glint in the sunshine means that its approach is undetected.

At a speed of about 300 miles per hour you close rapidly with your target and the glider shudders as you give a burst of fire from the two 30 mm canons mounted in the wing roots. The Fortress gunners are firing back now but in seconds you are through the formation, descending rapidly and getting ready to land. It will be a high speed touchdown as the glider stalls at close to 90 mph, and although the belly skid is sprung it will probably be a pretty rough landing. At least, it won't be difficult to judge your height in the flare. The grass will be brushing the windscreen.

If you were able to land at an airfield you'll probably be back in action by the time the formation makes its return journey to England. Otherwise you'll wait until a crew comes to de-rig the glider and transport it back to base ready for the next sortie.



The BV 40

Well, that's how I imagine it might have been, if the Nazi's programme for a glider fighter had not been cancelled.

In 1943 as the US bombing offensive against Germany got into its stride Dr. Ing. Voss proposed the construction of a glider fighter, using non-strategic materials and simple construction, which could be built in various locations by craftsmen with no aircraft building experience, and which would require less training to fly than a conventional fighter. The glider would have an armoured nose and wind screen to protect the pilot. Six pre-production prototypes were built and the test flying was completed in July 1944, but later that year the programme was halted, and the prototypes were all destroyed. No reason for the cancellation is recorded.

Derived from Warplanes of the Third Reich by Wm Green.

### ***The Committee for 2001/2002***

PRESIDENT	Michael BOW	9873 6285
VICE PRESIDENT	Derek RUDDOCK	9487 3752
SECRETARY	Peter CHAPMAN	9979 1125
TREASURER	Eddie KROPKOWSKI	9712 7419
CFI	Clive POTTER	9634 6186
AIRCRAFT MAINTENANCE OFFICER	Peter CHEGWIDDEN	9631 2737
GROUND EQUIPMENT OFFICER	Dave CALLAHAN	9482 8882
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	Richard SOLOMON	4683 1426
ELECTED FLYING MEMBER 2	Jay ANDERSON	9810 6279
PUBLICITY OFFICER	Richard SHEMTOB	9954 0244
SOCIAL SECRETARY	Cecile RICKARD	9636 4120
ALTERNATE NSWGA DELEGATE	Frank CROWE	4626 8165
CERTIFICATES OFFICER	Dave BOULTER	9719 8692

## *Obituary:*

One of our former members, James Whittaker, has passed away. His funeral took place on 17<sup>th</sup> May at Yagoona. James was a member some 20 years ago, so will only be remembered by a few of our older pilots, but I'm sure that all would join in expressing the Club's sympathy to his family.

The most recent Sailplane & Gliding recorded the death of one of the early greats of the gliding movement, Geoffrey Stephenson, at the age of 90.

Stephenson started gliding in 1935. He obtained British Silver C No.15 in 1937, and in 1939 he became the first glider pilot to cross the English Channel. The 203 km flight took just 2 hours and 40 minutes, which is pretty impressive in a glider with a best glide ratio of 24:1.

In the post war years he became British National Champion twice, and was a member of the British World Championship team. Among his many contributions to the sport were the invention of the capsule-type total energy compensator, and the electric audio vario.

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## ***This month's quiz:***

Mainly for our newer members.

1. You are flying a glider whose vario is calibrated in m/sec. How does this compare with the more common varios which register in knots.?
2. At 60 knots in still air your vario is showing 2 knots sink. Roughly what glide ratio are you achieving?
3. While flying, you check the ATIS and reset your altimeter. Unfortunately you dial up 1002 hPa instead of 1012 hPa. What difference does this make, and does your altimeter read high or low?
4. The TAF (aerodrome forecast) is predicting cloud as SCT. What does this mean?
5. Cloud heights are given in TAFs and Area Forecasts. Are these heights above sea level or ground level ?

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## ***How many glider pilots are there?***

According to the *Gliding Kiwi* there are 119,266 glider pilots in the world, though for some countries the figures are apparently somewhat uncertain.

Those with the highest numbers of pilots are given below, and I have calculated the approximate number per million of population,

Germany	35,852,	Approx. 461 per million of population
USA	19,531	83
France	12,020	219
Britain	8,848	157
Holland	4,088	283

Australia is listed as 12<sup>th</sup>, having 2,725 pilots, approx. 147 per million of population. Pakistan with just 29 pilots gets the wooden spoon.

So Germany has 30% of the world total. I'm surprised that the old Eastern bloc countries, where gliding was so popular before the collapse of communism, didn't come higher up the list.

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### **Answers to the quiz:**

1. One metre per second is 197 feet per minute. One knot is a nautical mile per hour, i.e 6080 feet per hour. Thus 1 knot is just about 100 feet per minute, so 1 metre/sec. is almost exactly 2 knots.
2. At 60 knots, with 2 knots sink, your glide ratio is, not surprisingly, about 30:1, (allowing for instrument error). Of course, if there is a head wind or tail wind the glide ratio *over the ground* may be very different.
3. The altimeter reads the altitude above whatever pressure datum you have set in the sub-scale. If sea level pressure was 1012 hPa, but you set 1002 hPa, you are reading the height above the point in the atmosphere where the pressure is 1002. This point is higher than sea level, so your altimeter is reading less than it should. Air pressure diminishes by approximately 30 feet per hectoPascal, so an error of 10 hPa would be about 300 feet.
4. SCT (scattered) cloud in a forecast means 3 to 4 oktas of cloud cover, i.e. 3 to 4 eighths of the sky. [FEW means 1 to 2 oktas, SCT 3 to 4 oktas, BKN (broken) is 5 to 7 oktas and OVC (overcast) means 8 oktas].
5. In the TAFs cloud height is above airfield level. In Area Forecasts the heights are above sea level. Not vastly different at Camden, but can be significantly different in some areas.

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A couple of late breaking items which are worth mentioning in this edition of the Journal.

### **Presentation Night now also an EGM:**

The Presentation Night on 15<sup>th</sup> June is now also an Extraordinary General Meeting. Please come along, express your points of view, and support your Club. Please contact our Social Secretary, Cecile Rickard, on (02) 9636-4120 so she can ensure the Presentation Night is adequately catered for with the usual selection of fine foods.

### **Hangar Space Available:**

Now that Phil Endicott has moved his Pilatus UIJ into its very own T-hangar, there is a vacancy in the Club's main hangar at Camden, suitable for a 15m glider. If you are interested in leasing this space, please contact a Committee member ASAP to express your interest. The Committee will make a decision at its June 18<sup>th</sup> meeting, so act now.

### **CQB badly damaged:**

Unfortunately, one of our IS-28s, CQB, was badly damaged in an accident in mid-May. Fortunately, the pilot was unhurt.