



THE SOUTHERN CROSS JOURNAL

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB

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MAY – JUNE 2003

The President's Thermal:

Winter is approaching. This is the time to practice skills needed for summer. But also during winter there are many fun moments as well. This winter we will have the Wave Camp at Bunyan and the Gloucester Ridge Camp as official events. Please make sure that you tell Don Palmer if you are interested in going to either camp.

In winter we get great days when the wind is predominantly from the west. We get thermals drifting off the hills near Mount Hunter as well as days when the elusive Mount Hunter wave gets going. Also on winter's days you can practice hanging around at low levels near enough to make it home to the airfield, practicing scratching techniques.

What am I trying to say? Winter is a time to keep currency up and enjoy different conditions. But also a great winter of flying will do wonders to the club's bank account. It would be great to get the money associated with the purchase of the DG all squared away this winter.

I also want to float a controversial idea. The tradition in gliding generally and also at SCGC has been that flying is an all day commitment. I understand how this works and that as a club we have to help each other during the day to ensure that we all get to fly, and also that our club's assets are not left at risk at the end of the day due to insufficient members being around to assist. It has been accepted that if people want to spend a half a day flying then they should come early/leave early or come late/leave late. But how late is late?

Members may think that arriving at 11 is late, or that 12 is late. What about 1pm or even 2pm? I guess it can depend on the day. On weekday flying when things can sometimes pack up early 2pm could be really late. On weekends when we may end flying around 5pm to arrive at 2pm may not be too late. What about a day when few pilots turn up? Things may wind up early and a late member may feel uncomfortable dragging out flying longer. All of us probably have had some time on their hands, but found themselves feeling they could not go gliding as they would be arriving too late and may need to leave early. I am not, of course, talking about habitually doing this every time you go gliding.

Please plan and try to fly in a regular way. But if you find some spare time, overcome that urge that says you will be too late or that you will have to leave too early, and turn up. Those at the airfield when you arrive, should bear in mind that this is okay on an occasional basis, because they will have a similar chance in the future, or have done the same thing in the past.

I would like to challenge our club members to figure out how we can improve our glider utilisation. The more people flying, the more cash the club generates and more importantly, the larger presence we have on the airfield. One lesson we have learnt in the latest round of tangles with Air Services is that being present on the airfield is very important.

On a separate note, we are planning a "Back to Camden" event around the AGM on the 13th Sept 2003. If you know any past members please tell them about this event. Stay tuned for more details.

New Members:

Welcome to the following new members:

Martin Feeg, Michael McCarthy, Jeffrey Voigt, Matthew Harper, Christopher Page and Helen Jones.

We hope that you all enjoy your flying with Southern Cross.

If you have any problems, or any suggestions to make, don't hesitate to speak to an instructor or one of the Elected Flying Members on the Committee.

Coming Events:

Please note on your calendar or in your diary:

SOUTHERN CROSS GLIDING CLUB DIARY 2003

<i>Saturday 7th June</i>	<i>D.I. Course: Metal</i>
<i>Saturday 14th June</i>	<i>7:30 BBQ and Presentation Night</i>
<i>Saturday 21st June</i>	<i>D.I Course: Metal (completion) & Upgrade GRP & Wood/fabric</i>
<i>2nd – 9th August</i>	<i>Ridge soaring camp at Gloucester</i>
<i>9th – 17th August</i>	<i>Wave soaring camp at Bunyan (Canberra Gliding Club)</i>
<i>Saturday 23rd August</i>	<i>6:30 Meteorology by Bureau of Meteorology</i>
<i>Sunday 7th September</i>	<i>GFA Safety Seminar to be presented by Kevin Olerhead in the club house.</i>
<i>Saturday 13th September</i>	<i>7:30 BBQ and AGM</i>
<i>20th – 27th September</i>	<i>"Back to Camden" week including get-together BBQ on the 27th</i>

Congratulations:

To Gary Thompson for passing his A&B certificates and going off checks. Peter Moffitt is also off checks. Kevin Wilson and Russ Davidson now have Passenger ratings, and Enzo Smith has revalidated his Passenger rating. Jim Kent and Bill Pain are now back seat rated.

Also congratulations to Bill Kirkham who notched up his first one hour flight on 12th May.

Our thanks to:

Jim Kent for sorting out the totally non-functioning brakes on the Astir trailer. Thanks also to Phil Endicott for carrying out the Form 2 (Annual) check on the Astir, and to John Jurotte and Bill Kirkham who assisted him.

Thanks also to Don Palmer for lending a helping hand to de-rig the DG after its recent minor mishap, and to Peter Cheg. for the time spent in investigating the mechanics of the problem.

Welcome back;

I'm sure that everyone is pleased to see that Ray is back in harness after his recent operation. Weekdays haven't been the same without him!

The Committee - 2002/2003

PRESIDENT	Dave BOULTER	4626 8165
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SECRETARY	Peter CHAPMAN	9979 1125
TREASURER	Eddie KROPKOWSKI	9712 7419
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ALTERNATE NSWGA DELEGATE	Frank CROWE	9719 8692
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A visitor from the UK

One of our most recent visitors was Lucy Crampin from the UK. She flew on five days and thoroughly enjoyed herself. She was particularly pleased that she was welcomed so warmly by our members, so a bouquet to all those concerned.

Goulburn Easter Camp

The First Easter Camp at Goulburn was a huge success. We had over 50 flights with a huge turn out of members flying the club gliders and the largest number of privateers turning out at a camp, other than our regular Xmas camp.

Goulburn being only 2 hrs away from Camden was another plus for the success of the expedition. An easy drive on the expressway made Goulburn a great location for Easter on a long weekend, especially when we really don't want to be on the road for too long.

The locals treated us almost like royalty and gave us a real Aussie welcome. They found us a hanger for the tug overnight and really couldn't do enough for us.

The cross strip 08 / 26 worked well for us and we simply blended in with the CTAF operation as if we were not there. The ultra-light and power pilots carried on with their usual day to day operations as if we were brothers with little or no interference to each other.

The area surrounding Goulburn is a glider pilots dream. Outlanding paddocks in abundance, distinct landmarks, a large city with expressway and railway network all close by making it clearly easy to find when inbound from any cross country flight.

The weather was also more friendly to us than it was back home at Camden, we flew every day except Friday when there was low cloud and drizzle, however most of us made a short trip to Canberra for that day, so the time wasn't wasted.

Accommodation for the majority was at the Pelican Sheep Station where we had the choice of bunkrooms, twin rooms, portable cabins and camping, or a neat caravan. It has a huge common room and ample facilities. Phil the station manager also had a big stump set up as a sit-around fire, which outlasted our stay. Each night we all dined in Goulburn enjoying fine wines, sensational meals and exchanged stories of our days flying.

The Camp finished on the Monday afternoon with a swift de-rig of all the gliders straight into their trailers, and off back to Camden before dark.

This was our first camp at Goulburn and hopefully there will be many more, as it was so well enjoyed by all. The future prospect of even having some more regular normal weekend or three day expeditions centered at Goulburn looks encouraging.

Don Palmer
SCGC Expeditions Officer

An expedition to Mangrove Mountain:

24/4/03

By Bill Kirkham (Additional comments by Kevin Wilson)

The expedition to Mangrove Mountain was again led by the Tuesday flying members, (the only ones not having jobs like normal people). It all started with someone wanting to dot his I's and cross his T's because of the glaring omission in his log book of that particular device called a winch or car tow [*Kevin: wouldn't that be you Bill ?!*]. RED Russ Davidson did offer to launch us with his tiny, but powerful, little car and after we had picked ourselves off the floor from falling about laughing, it was decided to visit the hill people (Mangrove Mountain) as the road to them had recently been added to the normal maps.

The day we set off was glorious with wind from the South-East and quite pleasant in the sun. The drive was uneventful through the mountains and we soon came upon the airfield (am I allowed to call it that ?). It appeared more like a clearing in amongst a few million hectares of dense trees and scrub. The Hill people must quite often get the look of surprise that was on our faces, as there was that wave of "yep come on in" from one of the members. The first thing you notice are the cars that are used to do the pulling and fetching this and that. I must tell you any highway patrol cop would have had a quiver on his chin to see cars in the state they were in, but they worked (on av gas is what I have been told!). [*Kevin: Just to give you an idea, imagine you are in a car scrap yard!*].

Well, we made our way up the hill to the highest point looking at all the possible obstacles that presented difficult approaches to the airfield. 11,000 KV lines on one side and the orchard on the other. I have been told that there's a man with a splatter gun willing to help these big white gliders remember not to land in his property. Eddie P would not have been happy as there didn't seem to be any gaps in the trees for him to do his rendition of mother nature pulling us to earth in huge sink. Peter C would have been delighted as he could point out all manner of obstacles and dangers in order to distract the student pilot from changing the position of the under carriage lever.

The Hill people have the same G.G (gliding gentlemen) hospitality that is well known at Southern Cross Gliding Club, and of which Ray M is a typical example, so we felt right at home. The daily checks were in progress and the five members from SCGC looked on in awe as the MM pilots did all manner of tasks with what looked like a tin can on a string, communicating with the phantom rope-puller at the other end of the airfield. The cars moving back and forward looked like some ancient tribal pilgrimage. They moved to the other end of the airfield, over the top of the hill, disappearing in the middle down what looked like a gully, to appear again with the magic rope (what we would call the iron thermal) and start the process again. [*Kevin: By the way, that was the runway he was talking about! You could say it had some major... ummm.... undulations!]*

The flying for us started with entering our names and signing away all rights and so forth when the G.G asked us to organise our flying order. We started to manoeuvre and edge our best seat for the on coming cloud base, when we noticed that John J was already in the glider strapped in and ready to go. *[Kevin: In addition, when the Duty Pilot asked who would like to go first, John J yelled out “Me Me Me....”].* Russ and Kevin (bloody) Wilson (well known for his five hour stint over Camden) seemed to manoeuvre themselves like veteran politicians, while Geoff Uther and Kirkham stood aside and watched, not wanting to enter in this shemozzle, which looked as though it might get ugly.

Anyway Kevin won and Russ was sent up to hopefully fall short of the cloud base that would be the prize that Kevin would devour when he went up. Now, I have seen men cry before so when Kevin started to whimper, I knew that Red Russ had caught the edge of that cloud. It was not a pretty sight that... I think it will stay in the minds of those Hill People for quite some time. *[Kevin: lets not go there....]*

Red Russ stayed up for 29 min, with the average for the day being 7 to 8 min, and, by the locals account, an epic flight. Now some thing strange seem to be unfolding (not that I am saying the Hill People would not help us stay up), but Russ was asked by Mike W why he moved out of thermal circle he was doing. Russ replied “You mean the complete circle of sink ?” and Mike W went quiet, I am told, with just a hint of a smile. Arrr, but there is more on this flight. You see, Russ being giddy with the ensuing victory was a little low... well... a lot low on his final glide in. Needless to say before the next flight the under carriage was cleaned of leaves, and the Koalas that managed to be dislodged while sleeping in those gum trees.

It could account for why Kevin (Bloody) Wilson landed, touching down two thirds along the airfield and rolling over the hill out of sight. He might have thought that the trees would retaliate for that severe pruning meted out by Red Russ. Oh by the way, Kevin’s ride was I think 6 or 7 min. *[Kevin: After seeing Russ’s landing, I thought the trees must be really high... but then again, I misjudged since those trees were somewhat shorter now after our newly ‘famous’ SCGC (woodsman) pilot landed moments earlier ! My flight recorded the only rain flight – I stupidly headed for that big black cloud...]*

Geff U, what can I say with out getting into trouble. A super flight showing all the skills of an experienced Instructor extraordinaire full of grace that many birds would envy and so forth.

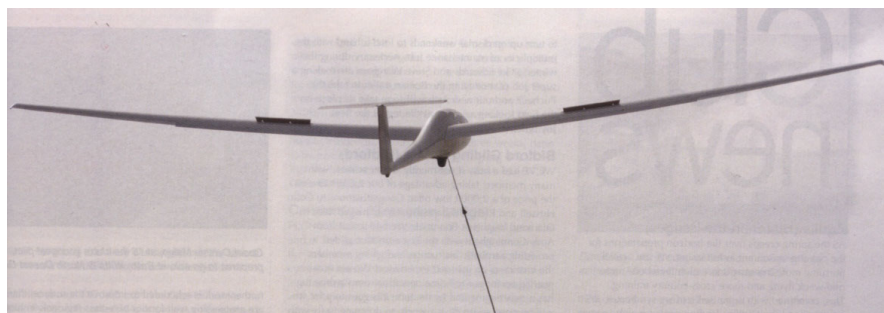
Next was Kirkham who, after a great launch (if you can see the nose) while taking off, and by the onlookers on the ground, you are steep (the nose of the pilot that is). I don’t think my nose is big, only distinguished. Anyway, I scratched for that thermal near the cloud only to be told (again strangely) that it was not lift but sink. Ok... get ready for circuit. *[Kevin: Ahh... Bill... umm... how can I say this... your takeoff was... umm.... a little steep. Remember - it’s a glider, not a rocket !]*

[Kevin: One thing we all noticed was the MM guys do their pre-flights without the ‘O’. Why ? Because there are no Options !!! (Truly tiger country!)]

Now Eddie P received a report from someone (typical Instructor, eyes every where), about the motley crew from SCGC who visited the Hill people to try their hand at flying, and how pathetic their attempts were. I need to point out, this motley crew got the best time for the day, the highest lift on launch, the lowest landing, the safest landing, with the smoothest flying, the fearless leadership of trying something new without hesitation by John J. I can say no more but what a lovely day with great new friends from the Mangrove Hill people.

“Now what exactly does the ‘A’ in CHAOTIC stand for.....???”

No! It’s not Bill Kirkham at Mangrove Mountain.



(Picture from the UK Sailplane & Gliding)

The 25.5 metre Nimbus:

Over the ANZAC day weekend Richard Shemtob made one of his regular pilgrimages to Tocumwal, where he flew their Nimbus 3/4. This is a very impressive looking 25.5 metre flapped single seater. The book says



that it has a glide ratio of 60 to one, but at Tocumwal they think 58 to one is more likely. I reckon a couple more metres of wing span and it would be able to glide upwards!

Richard reports that it proved easy to fly. Using the usual technique of starting the launch in negative flap and going to positive flap before lift off he found that keeping those long wings level was not a problem. It was naturally not as nimble as a fifteen metre glider in circling flight but when going in a straight line it was, like, WOW!!. I imagine that it was well worth the drive to Tocumwal to sample it. He had three good flights, the last being a 300 km Tocumwal – Grong Grong and return. Well, he was supposed to return, but he didn't quite make it, landing about 15km short at Finley. Still a very good effort for the time of year.

By way of comparison with the 25.5 m Nimbus, the wing span of the B737-200 is a mere 28.35m.

The DG makes an outlanding:

The DG, flown by Mike Bow and Eddie Kropkowski recently made an unscheduled landing at the Oaks. They thought that they could have made it back to Camden, but they decided that it was better to be safe than sorry, which sounds like a good idea. There was no problem, except that in the 20 metre configuration the wing tips overhung the edges of the strip and care had to be taken to avoid the edge markers. Towing out of the Oaks presented no problems. (Thinks! How high did they need to be towed to get back to Camden?).

While on the subject of outlandings at the Oaks.

- Do you know the frequency on which to make a radio call?
- Are you familiar with which strip to use?
- On which side of the field would you make your circuit?

The Oaks is a fairly busy airfield at certain times, and in the interests of safety anyone we should all be familiar with these details. Apart from that, we are always welcome there, but that welcome depends on us operating in accordance with the correct procedures.

The answers to the above questions are:

- 126.70. We should call well before joining, to establish whether there is any powered traffic, and if so, which runway direction is active. We should also call joining downwind.
- At present the eastern strip is in use, i.e. the one nearest the town. The western strip is marked with Xs to show that it is not in use, but this may change in future, hence it is necessary to check before joining the circuit.
- Circuits are made on the western side irrespective of circuit direction. So we are required to operate on the same side as any powered traffic.

One final point. The runway edge is marked by plastic drums. They almost certainly contain ballast of some sort, so be careful not to collide with them.

Fitting the DG's wintips:

The DG is now flying in its 20m wing configuration. Care is required when changing over the wing tips, in particular ensure that the correct tool is used to push the locking pins in (don't resort to car keys or other inappropriate "tools" which might damage the sleeve or the gelcoat).

Although the Flight Manual (section 4.2.1 point 5 on page 4.3) says you can use your finger to push the pin in, the correct tool to use is "W38/1" (as per Maintenance Manual section 7 A on page 7.1), which is also used to open the tail fin ballast box cover plate. It can be found attached by a wire to the ballast- weight carry-box (normally in the pie cart).

Jason Armistead

Other DG news:

In a recent landing the undercarriage collapsed on touch-down. Unfortunately the undercarriage warning horn didn't sound, and this was because the gear was down, though it was not locked. Luckily, as our strip is fairly well grassed and smooth the damage was minimal. The warning horn setting has now been changed so it should operate in the event of a wheel-down-but-not-locked situation, however the horn should only be regarded as the final safeguard, and we should ensure that the lever has gone into the over-centre lock position.

When lowering the undercarriage:

- Move the lever quickly. The momentum will help to move the wheel into the locked position,
- Check that the lever is lying flush with the fuselage wall, and without moving it away from the wall, curl your fingers around the lever and give it a gentle pull. You'll have to 'reverse' your hand, (palm outwards), to do this. (See also *Safety matters* below).

Safety matters:

It is quite easy to get rather casual about checks and to carry them out (or not) without thinking, but as they are there for the purpose of saving your neck it is as well to make sure that they are done properly. In a flying magazine some time ago there was a report (possibly apocryphal) of an exchange between two pilots on one of the big jets. The usual challenge and response system was being carried out, and on coming to "Yaw dampers" the response was 'My dampers!'

Following the DG's minor mishap there has been discussion on the checks to be made on any aircraft to ensure that the wheel is down and locked. The usual FUST check is 'Undercarriage down as placarded, and locked.' When making this check some pilots rely on the position of the lever and, where appropriate, whether the button on the handle is in the up position, to verify that it is locked. However, the correct check should be 'Undercarriage down as placarded, (visually checking that it does conform to the placard), and locked, (verified visually AND by a gentle push and pull on the lever).

As an example of how checks can be missed by lack of attention, a Blanik was recently seen to be ready to launch with the rudder restraint still in position, (it had presumably just been rigged). Not only should this have been obvious during the walk-round, but should have been picked up during the ABCD when the controls were checked.

There have been several cases in the UK in recent years where in gliders with two canopies only one has been locked before take-off, with expensive results. It shouldn't happen with the DG as the locking handles are very prominent, but bear it in mind anyway.

Training – Effect of controls:

Lesson one. Effect of elevators.

When you move the stick forward the houses get bigger. When you move it back the houses get smaller. If you continue moving it back they suddenly get bigger again!

Another tail-dragger!

Congratulations to Nick Gilbert on his recent first solo in one of Curtis Aviation's Citabria's. Nick has a couple of hundred hours gliding under his belt, and the benefit of this showed up in the fact that he went solo after only 36 minutes of power flying. I know a couple of people who've soloed after a couple of hours, but this must surely be a record.

Once in the air, flying a tail dragger is basically no different from flying anything else, but taking-off and landings are much more demanding than in aircraft with the third wheel at the front, and it's to Nick's credit that he mastered it so quickly.

Beyond 150 kph:

Paul Matthews

A couple of years ago I wrote about those special days when it is possible to fly a task at over 140kph. I have now flown about 15 or so of them but more than half have been in the last two years – probably a product of the recent drought.

Amongst those flights were three at over 145 kph with the highest being 148.5 in the 2002 Nationals over a 450k flight. Time and again the magic 150 barrier had eluded me. Finally on the last day of the 2003 Nationals I managed to crack that mark.

At the beginning of that last day I was sitting in second position just 20 points behind Tom Claffey in both Standard and 15m Classes, and in third place about 40 points behind Bob Ward and Tom in 18m Class (Standard Class was merged into the other larger classes to make up their numbers. This was due to a low entry, which in turn was due to the event being re-located three days beforehand from Benalla to Narromine as a result of bad bush fire smoke at Benalla). Three times in the last 10 years I had come second and I resolved to myself that I wouldn't do it again – or not willingly anyway – and that I'd just go for it on the final day to try to get first place or bust.

The day looked like a beauty and despite it being the last day a 525k quadrilateral was set to Coonamble, Mullengudgerly (near Nyngan) Fifield, Mickibri (near Alectown) and home.

Pre-start the conditions were high (about 8,000 feet) but climbs were weak. Eventually at 13.30pm, after much hanging around by everyone, I decided to go out in front by myself and try to do as discreet a start as possible so others wouldn't follow. As it turned out I started at the same time as Thomas Gostner from Italy but I held back making the radio call announcing my start so that I wouldn't tip off Tom or Bob. I had 30 minutes in which to make that call.

The first three climbs were each solid 9 knots and there was a lot of good lines of lift. A couple of other gliders were found and passed. When I was 22 minutes out on track I heard Tom call his start, just 10 minutes after mine. I then called to announce my start, so the stakes were clearly laid down and the race was on. Bob later called a further 10 minutes after Tom being 20 minutes after me.

Cloud base was then at 11,000 feet and there were visible dust devils to nearly 9,000 feet. This meant that all you had to do was to line up the dust with the really good looking clouds and just aim at them at 115 knots. On the first leg there wasn't really any streeting but it was possible to pick out lines to fly along. Coonamble, 140 kilometres out, came up in just 52 minutes giving a speed of 148kph to the turn. I heard one of the NZ pilots call Tom and say "Not bad eh Tom – 140 kph up to here". I thought to myself – "well not bad, but not good enough so far mate".

The second leg was where I came a bit unstuck. I was presented with two cloud streets – one straight ahead and one to the right. I was then near cloud base and this makes it hard to look ahead. I thought the street ahead had a better line of bases and as it was closest I went for it. This turned out to be a huge error because it was in the process of decaying in a catastrophic way. Perhaps if I had been lower down I would have had a better view ahead and seen what was happening. A lack of lift turned into sink, and then into huge sink.

Ahead the bases still looked tantalisingly OK so I just kept boring on however the sink just got worse (over 6 metres on the netto* which I have never seen before), and I soon I found myself down at 3,000 feet which is worryingly low on a high day.

I must make the point here that I am not blaming bad luck for this. In a sense it was bad luck, but over a flight of this distance it will always even out. As it turned out Tom had had only an average first leg, not as good as mine, and we'll see later he also had problems at the end.

I did eventually connect with about 7 knots of climb for which I was hugely grateful. I took this to about 7,000 and then headed off looking for a better climb. After a lot of streeting at comparatively low level this eventually came half way down the third leg near Tottenham with a 12 knot climb from 5,000 feet to 12,000 cloud base.

This got me around the next turn at Fifield. Up ahead was substantial over development with really large Cu's, each of vast area. The hard bit with these big clouds is to try to find the bit that is working – it is really easy to miss the lift completely. I picked out ahead parts of two clouds side by side that looked the best options but stupidly spent this whole 10k glide vacillating as to which bit was best – literally swinging left and right as I failed to make my mind up. Just hope no one was behind watching – how embarrassing!

At the last moment I decided that the left was best and this proved to be a spot on call with another 12 knot climb to cloud base. I then had 180 kilometres to go – maybe just one more climb was needed from that height. Again up ahead problems were presenting themselves in that 20 km short of the last turn at Mickibri the sky was largely blue and this appeared to extend up the final leg too. This had all the hallmarks of an easterly intrusion of cold air which kills the lift and which occasionally spills over the Hervey Ranges about a further 10k to the east of the last leg track. I would have to cautious.

In the last major cloud before the blue I was able to nail about an 8 knot climb to 10,000 feet – cloud base was descending – and this showed a marginal final glide home. As I was leaving I caught a glimpse of another glider about 2000 feet below me that looked ominously like Tom (and indeed it was so I later learned). I headed out on glide and as I approached the last turn I sneaked a look at the stats page on the Zander which showed a speed of just under 150 kph. Everything from here was going to depend on how well I could manage the final glide home. Ideally I would like to find a strong climb to top up on height and then come home really fast.

As it turned out the final glide was very frustrating in that I got lots of reasonable air but I couldn't find that strong climb and had to just keep mooching along at about 85 knots with the glide still showing on the computer as very marginal – a 2 knot ring and only 500 feet of safety height but with a total glide of about 120 k's required. At about 40 kilometres from home the glide angle started to improve and I was able to go straight on home being the first one to arrive.

The statistics were - speed of 151.05kph – you beauty! – climb/glide ratio of just 21% (normally in the range of 27 to 35%) and an average climb rate for the flight of 7 knots (which I have rarely bettered)

BUT 5 minutes after I crossed Tom called 10 k's and he crossed 3 ½ minutes later to finish 8 ½ minutes after me and to beat me by 1 ½ minutes at a speed of 153 kph, claiming the day and the Championships by 40 points overall. Bob came in a few minutes later to also beat me by about ½ minute but with his 18 metre wing span I reckoned it was a moral victory if not a scoring one.

It had been Tom below me at the last cloud. He was at first excited to catch me but much to his dismay he missed my last climb. He had headed out into the blue and had to deviate to a small single cloud near Peak Hill which luckily for him had yielded a 5 knot climb and put him on an even more marginal glide than mine has been. He decided to risk it knowing that the Championship was on the line and just managed to sneak it home. Fortune favours the brave and he thoroughly deserved the win. Pee'd off or not I had to hand it to him!

So for me it was second again - the perennial bridesmaid - but the 150k barrier had been broken - actually by all three of us, each for the first time – so there was some joy to take away from it all.

A truly magic day.

*Netto is the measurement of the movement of the air mass, as distinct from the vario reading which depends on the combination of the glider's sink rate and the upward or downward movement of the air mass.

Keep your coins in your piggy bank!!

When Elsie comes to check out the cash in the till, she regularly finds up to \$50 or \$60 in small change, much of it in five and ten cent coins. Are members emptying their piggy banks and paying for their drinks in small change, or are they getting rid of their coins by swapping them for notes from the till?? The problem is that all this change has to be counted, a chore which Elsie could do without. Please keep this in mind.

The Camden Local Competition:

The competition has been running for two years and the response has, to say the least, been rather disappointing. Last year there were only three entrants, Mike Boughen, Richard Solomon and myself. Is it too simple for our pundits, or is The Oaks outside their normal comfort zone around Camden?

I had another go a couple of months ago in the Junior and completed the course in 44 minutes, which was a minute better than my time last year (No! You can't walk it quicker!). Then along comes Eddie Pahic flying the DG together with new member Martin Feeg, on one of those rare and special days, and gets around in 16 minutes. Two minutes less than Mike's winning time last year. I understand that Martin is a very experienced pilot and has his own Ventus, so no doubt he was able to give Eddie a few tips.

I might give the Junior a good polish up and have another go, but I think that 16 minutes will take some beating.

Anyway, well done Eddie and Martin. Let's see whether anyone can be tempted to try to do better.
