



The Southern Cross Journal

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB
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May – June 2005

The President's Thermal

Winter is around now. We have been very lucky with weather and so our flying days have been more than expected. This has helped us once more financially and also from a pure fun point of view.

Winter is a great time to keep current. You can practice your scratching skills for that big X Country day next summer. Come out and ask an instructor to do something that you have not done before. Try a flight from the backseat. Try some simple aerobatics. Even ask to practice your emergency procedures.

The DG303 is here and a big thanks must go to all those involved. I hate mentioning people individually as you always leave someone out. Thanks to Don for arranging the truck from the wharf back to Camden. Thanks to Bryan for coordinating with DG, Tom and the overall purchase. Also to Bill for his invaluable import and shipping knowledge. Thanks to the rest of the Committee for the millions of other things that have and WILL have to be done to make this all happen. I hope we all enjoy the aircraft and most importantly look after it.

A big thanks to Phil Endicott and his helpers for doing the Annual on the Astir.

Another big thanks to Geoff Croy for all his work on the ground equipment. And another to Peter Chegwiddden for his donation of a new retrieve vehicle. Geoff is working on it at present, I can't wait to see the end result.

I'd also like to thank John Jurotte and Ray Morton. The AEF booking system is well under way and most reports are that customers are happier and more importantly so are members. It has even sparked

a new start early attitude amongst some members and we have all had our fill of flights easily in the day. There have been some hiccups but these will get better as time goes on.

Next time you fly, grab the Colibri(s) from the safe and put it in the aircraft. There is a good chance somebody will be around to show you how to use it and see the trace when you get back. Bring a floppy disk along and you can copy it to take home and show the family and friends what you have been doing. If enough people want training I will run a course on using these. Contact me on dboulter@ispdr.net.au

If you look at the number of good things happening and the great spirit around our Club it truly is a good place to be. Come down and enjoy it.

Welcome to New Members:

We would like to welcome the following new members. Some will be on 5 or 10 flight packages, but we hope that they enjoy the flying, and the friendship of our club, and will decide to sign up as full members:

Choi Wong suk	Daniel Elliott	Daniel Logan	Rene Nipard
Gavin Nour	Anita Pacanin	Simon Patching	Stephen Rainey
Tom Renouf	Philip Wilding	Andrew Wilson	

Coming Events:

Radio Procedures course: For the record, Jay Anderson is running a course on 18th June (though this date will be passed by the time you receive the Journal). The next course will be held on 6th August – 9am in the Club house

The Planning Meeting will be held in the Clubhouse on 25th June at 7.30 pm , preceded by a BBQ at 6.30.

Presentation Night will be on 23rd July, same place and times.

Wave camp at Bunyan: The camp dates are 20-28 August. Those wishing to attend should contact Don Palmer a.s.a.p.

NSW State Comps. Will be held at Lake Keepit, 13-19 November.

First Solo Certificates:

Presentations have been recently made to several members including:



First-soloists Kurt Rall, David Ainscough and Bruce Ogden received their certificates from Secretary Martin Feeg.



Paul Milsted, who soloed early this year receives his First Solo certificate from CFI Peter Hewitt. Duty Instructor Eddie Pahic was also present.

Congratulations to:

George Blazsovsky, on obtaining his A certificate.

The DG 303:

The latest information is that the instruments for the DG have arrived and it is hoped that they will be installed by the end of the month. We should see it on line fairly soon after that.

The qualifications to fly it (which may be reviewed in the light of experience) are:

- a) *Any Level 1 or 2 instructor;*
- b) *Any current AE Instructor rated to fly the Jantar or DG1000, with the Duty Instructor's permission;*
- c) *Any Jantar-rated or DG1000 rated solo pilot after a check flight with the Duty Instructor.*

In all the above, the pilot must have flown either the DG1000 or the Jantar within the last 30 days. Of course, this can be achieved by a solo flight in one of those aircraft on the day, observed by the Duty Instructor, before first flying the DG303.

Aerobatic Training:

As you are probably aware, there has been discussion on running aerobatic courses for our members, and the following note from Ken McCracken will be of interest to anyone contemplating becoming involved.

G'day all,

A quick "heads up" where I stand on this one.

After several promises in the past, I hope that I can deliver on this and Richard Pincus has offered to work with me as he has done in the past. Quite a few years have gone by since we ran a structured aerobatics course and it is important that a course of this nature has outcomes whereby our pilots and/or students are equipped with confidence, skill, and respect for the limits within which they must operate.

Those who can competently put a glider through graceful, safe, enjoyable, and eye-pleasing aerobatic manoeuvres operate in a dimension that adds significantly to their sense of achievement in the sport.

We have an aim of accommodating individual tastes and desires to what ever comfort level a member wants and will encourage progress while maintaining the highest standards of attitude and responsibility.

I have had a propensity for aerobatics for most of my gliding career and I have to confess, not always for the right reasons. So I will be focussing a lot on peoples' attitudes and development of safe habits. I have been privileged to have had the confidence of successive committees and CFI's (it was easier when I was the CFI), to perform for the public at major air shows and on other occasions. It took some time to develop a level of comfort where I felt so much a part of the aircraft that I felt like a passenger along for the ride and everything operated like clockwork.

I look forward to a time (sooner rather than later), when some of our younger pilots become qualified at this level, and with energy and imagination develop some spectacular routines, possibly including manoeuvres in formation.

With that as background, until Richard and I do some flying together and firm up on new policy and a structure for the more advanced manoeuvres, no exercises will demonstrated or taught much beyond the basics. Our attempts to commence on this have been foiled by time constraints save for some preliminary discussion. I will keep you informed on progress. In the meantime, please do not hesitate to contact either myself or Richard to book a time for a session (including theory), understanding that it will not include the more advanced manoeuvres until we get it sorted.

Cheers
Ken (crackers) McCracken

Recent happenings:

As I have been away for a few weeks I thought that I should glance through the flight logs to see who has done what. It appears that we have had some pretty ordinary flying weather, but there have been some meritorious flights made. Bruce Ogden has had a couple of flights of over an hour. Paul Milsted, Wayne Cadman, Kurt Rall and Shaun Dunshea all managed flights of well over an hour. There may be other good flights which I missed, if so, please let me know next time you do anything of which you are proud, at whatever level of experience you've reached.

Tuesday 14th June started off overcast and drizzly, but the forecast was for improvement in the afternoon, and on this occasion the met. man was right. Michael Moore had a dual check and was OK'd for the Jantar. He then had two successful flights, the first being almost an hour. Steve Korbel was disappointed that neither the Astir or the Junior was available, but he took the K13 and spent 2hours 20 minutes aloft in it. Mike Bow in the DG, with me as ballast, was the last to get away, but we had an enjoyable two and a quarter hours airborne. However, the star of the day was Gavin Nour. After a daily check in ZAY he flew it for 2 hours 45 minutes.

During a lull in flying recently Don Palmer put a question to those present:

You are flying to the east of the field on your way to the joining area when you hear a radio call, " All stations Camden MBZ, Helicopter Alpha Bravo Charlie inbound from Picton at 1000 feet." You look, but can't locate it. What response, if any, would you make?

Various suggestions were made which were not entirely satisfactory, so Don pointed out that as the helicopter is going to pass through our airspace and at roughly your height you need to inform him of your position, and in this case also let him know that we *don't* have him in sight. A suitable response might be, "Helicopter Alpha Bravo Charlie, *glider* Hotel Delta Papa (or whatever) is west of the field at 1000 feet. I don't have you sighted." This would be followed with your normal call on joining

downwind. If you do see him subsequently your call might be on the lines of : “Helicopter Alpha Bravo Charlie, glider Hotel Delta Papa is in your three o’clock, your height. (or wherever).” Incidentally, if you didn’t catch his call-sign, “Helicopter , or Inbound helicopter...” would do.

On this subject, a glider flown by one of our newer members was about to turn base for Two-Four on Tuesday when a power aircraft called “ ready for take off One-Zero”. Our colleague immediately responded so that the power pilot was aware of his position and waited until he was clear of the One-Zero centre line. An example of a very good listening watch and response!



You will have seen this picture which we submitted to Soaring Australia showing Tim Dugan after making his first flight in the Junior. But as he’s one of our members I thought that it should also be included in our own Journal.

General comments on outlandings near Camden

By Richard Shemtob

[Disclaimer: discuss with CFI and / or Instructor-in-Charge]

If you haven’t done an outlanding for a while, or not at all, why don’t you find your favourite instructor and ask him to take you to one of the local airstrips for practice. And, if you’re on Bulk, it will most probably be for the cost of only two launches; you can organise for the tug to go with you, or come and retrieve you after launching another glider at Camden ... I promise you, the experience will be invaluable and will give you confidence if you ever have to make an unscheduled outlanding.

The two most obvious strips where we are always made welcome are The Oaks and Wedderburn. You would want to pre-arrange your visit and advise your intentions in advance; you can do all the pre-planning during the week with the rostered instructors and telephone the two airstrips beforehand; and then do a final re-confirmation on the day.

If this is going to be your first outlanding, the instructor will also cover the theory component of outlandings. You may like to research and study the following items prior to the exercise

- CTAF boundaries for the airfield in question - horizontal and vertical.
- Aerodrome elevation.
- Runway directions.
- Runway slope.

- Preferred circuit directions (e.g. The Oaks - all circuits away from the township, i.e. to the west).
- Radio frequencies (The Oaks - 126.70 and Wedderburn - 122.55).
- Local weather conditions (e.g. Wedderburn - wind shear both runway approaches in windy conditions, ERSA - En Route Supplement Australia).
- Why these two airstrips may be a handful in strong easterlies and westerlies, especially for your tow pilot who would also be looking forward to the 'retrieve'.
- Current Sydney VTC (Visual Terminal Chart).

If you are flying single-seaters, have you thought of a pre-planned visit before dropping in unannounced?

Of course, you can always come on a cross-country flight with me, and ...

Editor's comment:

As Richard has said, landing at somewhere other than Camden is very valuable experience. Of course landing at the Oaks or Wedderburn is not quite the same as landing in a paddock. However you can make the exercise rather more like the real thing if, well before arriving at the aerodrome, you turn the altimeter setting knob so that the reading is way out. You'll then have to rely on judging your height and angle, without any altimeter reference. Your instructor in the back seat will, of course, ensure that safety is not prejudiced.

Also, just for the practice, make a point of running through the full list of outlanding checks as you approach the field. And don't forget that even if you have landed at either or both of these aerodromes, a second visit when the wind is favouring the opposite end will also be both interesting and valuable.

There is a more demanding strip near Thirlmere, which belongs to Paul McElnea, and which can be used by prior arrangement. Of our two-seaters the K13 is the only one suitable for operating into and out of this strip.

Regarding the Oaks, although there are two parallel north/south runways, only the westerly one, i.e. the one closest to the hangars is in use. The easterly runway, nearer to the town, is overgrown and it appears that it will not be used in future.

On the same theme, Richard has written about a couple of actual paddock landing which he has made.

Saturday, 19 March 2005

Mittagong Aerodrome - CTAF 126.70

After a miserable weather report on Friday night, Bryan Hayhow and I were pleasantly surprised that the Saturday morning sky was already looking pretty promising at 10:00 a.m.

Since there were no students, I asked Bill Nixon and David Sedman if they could take care of my AEI duties, while we went on a 'short' cross-country in the DG1000 (yes, of course in 20 meter configuration!) ... no problem was the answer. Don Palmer was the tuggie if we needed a retrieve.

We were the first glider to take-off at 11:20 a.m. After topping up to 3,500' at Menangle Park, we pushed on south via Wedderburn. We dialled up the Wilton parachute centre and stayed in contact with the jump aircraft ... we held for about 20 minutes just north - east of their drop zone, luckily in lift at 4,500'.

Once all the jumpers were under canopy at 2,000', we crossed over the top of their airfield and tracked south to Mittagong.

It was a challenging day with a bit of over-development. We went as far as Berrima, and after topping up to 5,000' we thought it a good idea to turn back at that stage, and track via Mittagong again. It was a wonderful flight back to Mittagong ... all downhill ! We landed at Mittagong aerodrome, and after calling for an aero-retrieve, we had a good chat with Carl Hamer who knew Richard Solomon very well. A nice 2 hours and 15 minutes of soaring.

Oh by the way, once we were on the ground Bryan pointed out to an area where he said we might have found a climb ... and what did we see? Two eagles showing us how it's normally done! And why didn't we investigate that area while we were airborne? We did, but I was flying at that time, and I thought another cloud looked more promising. Bryan, ever the gentleman, didn't contradict ... big mistake, as I gave him the glider back when my cloud didn't work! He did a wonderful landing.

Don Palmer willingly came for the retrieve ... he had a big smile when he landed. He got us airborne pretty quickly, but we had him a bit worried when we released between Yerrinbool and Yanderra at 4,500'! All went well and we had another 1 hour and 35 mins of leisurely soaring. We both enjoyed ourselves thoroughly and we promised to do it again. I'm very pleased that Bryan is happy to repeat the exercise, as he kept giving me the glider in lift, and I kept giving it back to him in sink!

Anybody interested in going cross-country, just grab Bryan or me at the field, twist our arms real hard and force us into the DG!

Saturday, 2 April 2005

Wilton Parachute Centre (Centre frequency 122.90 and Area Frequency 124.55)

The Centre is located immediately west of the M5 freeway, at the intersection of the Picton Road; at the north - west corner of the intersection. The main runway is north - south. The Centre is classified as a Danger Zone with a 3-mile radius cylinder.

Today was a short (very short ?) cross-country flight in the DG1000 with Hugh Sparrow, with an outlanding at the Wilton Parachute Centre.

After dialling their frequency 122.90, we maintained contact with the jump aircraft, a Twin Otter being flown today by the Centre's owner / operator / CFI - (experience - more than 18,000 jumps!), and ascertained that no one was jumping at that time. We told them that we might have to land if we couldn't find a climb soon !

We were in the vicinity of the field when the Twin Otter took off again; he advised us that he would be climbing to 14,500' and that it would take about 20 minutes - hence, plenty of decision time for finding a climb or landing. He also advised that one of his jumpers was about to leave the aircraft at 3,000'; once we established our relative positions, out he came - quite impressive when so close (about a kilometre away).

We searched for a climb for about 5 minutes to no avail, and in we went, landing to the north. As we jumped out of the DG (on the ground!), three parachutists ran towards us to give us a hand pushing the glider off the strip.

What a pleasant surprise it was not to get asked the standard question - what happened, did you run out of wind ? We got asked a much more difficult question ... what kind of parachutes are you wearing ? I don't know what they thought when we looked at each other and almost shrugged our shoulders; Hugh had a good technical answer.

We went and made friends with other jumpers; met Annie in their Manifest (our pie-cart equivalent without the views), and told her that we would be calling for an aero-retrieve - no problems was the answer, we'll page you on the PA system when your tug is approaching; what service ?

About half an hour later, a big announcement on the PA system, 'Hugh and Richard your tug is approaching' - now everyone in the centre knew our names !

Don Palmer and Eddie Kropkowski in SMS landed just behind the Twin Otter, which was just returning from another drop. We waited for them to gather another planeload of jumpers and take off before we lined up for our departure. We shook hands, said our good-byes and grabbed a handful of their brochures with the promise of advertising (brochures in the pie cart next to the membership documents - very colourful and good quality).

They were most friendly and welcoming and told us to drop by again if we ran out of puff !

A good way to study their operation for future reference is to listen in to their operation on their frequency. When you are cruising around the razorback, Picton or the cement works just dial up 122.90 and listen in. You should be able to see the jump aircraft take off and land, the jumpers are a little harder to spot even under canopy.

They announce their jump on their frequency and the area frequency. They will also give a 3-minute call prior to the jumpers leaving the aircraft. By this time you need to be on the ground or with enough height to hold till you see the jump aircraft approach for a landing.

'Normally' they have one aircraft operating, and from the time you see the aircraft approach for a landing, you have about 30 minutes (loading more jumpers and climbing to 14,500') to decide what you need to do. Unfortunately, it isn't one of those strips or paddocks where you can just go in if you run out of wind. The last thing you want is being above their strip when the human bombs are free falling !

They operate 7 days a week and, operate on very windy days and, are allowed to jump through cloud!

Best advice - **DO NOT ASSUME** anything, just call them up on 122.90 and advise your intentions. I've transited over their field many times, and even topped up a few times in the jump zone - it was never a problem, just make sure you call them up.

If you do land there, just tell them Hugh and Richard sent you!

Richard Shemtob

Richard has also written about an outlanding at Yerrinbool, which he made on 23rd April, but we'll save that one for the next issue.

Some further words on this subject:

Safety of operations is always our first consideration, in respect of both the well-being of our members and also of the Club's aircraft. Outlandings in paddocks, particularly by inexperienced pilots, do involve some element of risk. The risk is much less in the wide open spaces out west where we go to camp, but there are fewer good outlanding options around Camden. It is, of course, always possible that an unexpected change of conditions, or a misjudgement of the weather, can result in the need to make an outlanding. For this reason it is desirable that all pilots should have had the experience of landing somewhere other than familiar old Camden.

I know that in almost any normal flight we zigzag about looking for lift, and this can take us well away from the field, however in general we shouldn't get out of gliding range unless we feel confident that the conditions will allow us to get back. But if you are planning to make a flight which will definitely take you out of range of Camden:-

- Your intentions must be discussed with the Level 2 instructor on the day. He will be the final arbiter as to whether the flight may be carried out.
- There must be a crew on standby, with suitable car and trailer, to retrieve the glider should this be necessary. The retrieve crew must be available until the glider is back at Camden. CFI is to be notified of any outlandings where general club members are required, unexpectedly, to help with a retrieve.

Pilots who are not experienced in cross-country flying should take advantage of any opportunities for flying with someone who is experienced, but experience in the type of flying necessary to go cross country successfully can also be gained by tackling our local triangle, while staying within range of Camden or the Oaks. And if you become good at that one we can always devise another triangle.

If anyone disagrees strongly with any of my comments, please let me know and we'll look at the subject further in the next issue of the Journal.

Woody

A couple of things to think about:

1. Suppose the ATIS was giving QNH 1015 hPa. If you set the altimeter to read zero feet while on the ground at Camden, what reading would you expect to see in the sub-scale window?
2. The glider has been picketed outside overnight and someone has taped over the static ports to prevent insects entering. You fail to notice this and take off without un-taping them.
 - a) As the glider accelerates on the ground run, what will the ASI show?
 - b) What will it show during the climb?

Answers below.

Answers to the questions above:

1. Atmospheric pressure drops by one hectopascal for approximately every 30 feet. So Camden, at an elevation of 230 feet will have an air pressure about 8 hPa less than sea level pressure (QNH), i.e. 1017 hPa.
 2. The speed indicated on the ASI depends on the difference between the ambient (static) air pressure, and the dynamic (pitot) pressure created by forward movement. The bigger the difference, the greater the indicated speed. If static air vents are taped over the static pressure existing at that moment is trapped. Assuming that there had been no change in atmospheric pressure since the taping was done, as the aircraft accelerates on the ground the ASI would give the correct reading.
However, during the climb the static and dynamic pressures would normally both diminish as the aircraft moves upwards into 'thinner' air. But in this case only the dynamic pressure would reduce thus the difference between the two pressures would be less than it should be and the ASI would under-read progressively more as the climb continued.
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Bill Kirkham and John Jurotte about to do battle in the DG 1000 at the State Comps., Temora, 2005

Until next time, best wishes for some great flying.