

*The Southern Cross Journal*  
*May – June 2006*



**NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB**  
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*The President's Thermal*

The Committee over the last few years has been endeavouring to minimise increases in membership and flying fees. Our strategy has been to contain increases and assign them to flying fees when the increase is related to the number of flights a person takes and also assign them to membership when the cost is more related to fixed costs.

Also we are lucky to be next to the biggest city in Australia and we have leveraged our AEFs where possible.

In July 2005 we absorbed a 40% increase in our charges passed onto us by Camden Airport. Our costs of around \$6000/year increase to \$8500/year.

In January we received a rent increase of 150% for Hangar and 92% for our Clubhouse. This increase is backdated to April 2005. We are following the dispute process of our lease and we are engaging Government, the media, and working with the other Airport users to try to reach a satisfactory conclusion. But, the reality is that we don't have the resources to fight to the bitter end and we most likely will have to negotiate an agreement.

To cover the increase and the backdated costs we need to raise more funds. The Committee has therefore voted to increase membership fees from \$280 to \$330 for 2006. This combined with our increased AEF activity will cover the club through the next period.

I hope you will support the Club in this next year by flying as much as possible. This is a clear way of increasing our revenue as well as increasing our safety by staying current in our flying. Thanks for your continuing support.

On the operational side, we are starting to plan for one week training course(s) this year. We ran one of these last year, around October with considerable success.

Is anybody interested in jumpstarting their training and spending one week with two instructors and just a couple of other students? It is limited to about 4 max for early training/pre solo pilots. Pilots wanting training in other areas of flight like outlandings etc can also apply. If you are interested send me an email.

At weekends things can get really busy some days, and one secret in satisfying everybody is to start early. The Committee and Instructors are trying to make sure we get first launch going by around 9:30am. This allows check flights to be done early so people can do their solo flying when conditions are generally better for early training. So if you are coming to the field early, and whether staying all day or leaving in the afternoon, then try and get there around 8:30 so that the gliders can be washed, DI'd and out on the field for a 09.30 start.

If you are coming later, that is okay, but please remember to stay around to help clear up and put the gliders away at the end of the day.

Thanks again and if you have comments on any of the above issues please send me an email or call 0417 705 997.

*(And thanks from us Dave. I know how much time and effort you have had to put in to trying to get a good outcome on the rental problem and other issues. Ed).*

Dave Boulter  
President

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### *Congratulations*

Bill Pain is now an Air Experience Instructor.

Shaun Dunshea and Damien Ogden both have Passenger Ratings, and Martin Zoller has had his first Passenger Rating check.

Bernie Baer and Vasant Khilnani are off checks, and Vasant now has a C certificate. He also recently had a 188 km cross-country flight from Tocumwal with "The Maestro" Ingo Renner in Sportavia's Duo Discus.

Martin Wysocki had first solo while at Goulburn camp, and is now on daily checks. He also provided the great air-to-air shot of the DG 303 in the heading to the Journal.

Vlad Surupov has obtained his A certificate.

Chris Becek has converted to the DG303 and celebrated his success by staying up over four hours on his first flight. Not bad for a winter flight

Congratulations to all on these successes.

(The results of the DI and radio courses are reported elsewhere in the Journal)

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### *A visitor from overseas*

We recently had a visitor from Sweden who spent two days flying with us. Thorsten Fridlitzius writes for an aviation magazine and is a member of the Vintage Glider Club. He owns a Grunau Baby, a single-seat open cockpit glider built before WW2, an aircraft noted for its soaring capability, which I imagine would be great fun to fly.

It was fortunate that the first day of his visit coincided with some very good weather. On Tuesday 2<sup>nd</sup> May he had two flights with me in the DG 1000. The conditions were superb and we both thoroughly enjoyed ourselves. The following day wasn't as good but he had a flight in Zulu Alpha Yankee. On leaving he expressed his gratitude for the friendly way in which he'd been greeted by our members during his short stay.

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### *Safety matters*

The DG 1000 recently sustained a very minor scrape on one wing tip, due to the hangar door being just not quite far enough open. It could have been much worse, and this is a timely reminder to us to check that the doors are open to at least the centreline of the wheel trough in the adjacent bays on either side. If you are helping to put a glider away, even if you aren't the one who opened the doors, please check that they are opened wide enough.

The DG 303's undercarriage collapsed on landing on 9<sup>th</sup> April, despite the fact that the pilot was sure that it was down and locked. Investigation of this incident is proceeding, but meantime the same thing has happened again, fortunately with minimal abrasion to the underside of the fuselage. The pilot was similarly sure that the wheel was down and locked. It does seem therefore that it is possible to lower the undercarriage and get the impression that it is locked when in fact it isn't!

The approved method of lowering the undercarriage is to rotate the handle inwards, away from the cockpit wall, and move it forward keeping it in the rotated position until it reaches the end of its travel. It should then be rotated back flat against the cockpit wall. Finally with the palm of the left hand facing towards the side of the cockpit, pull lightly on the lever, making sure that the handle is kept flat against the cockpit wall in the process.

This is the same procedure as used on the DG 1000, (see the Briefing Notes).

Camden Sailplanes has suggested, (though they have no conclusive evidence at present) that maybe the handle wasn't held in the rotated position for the full length of its travel. While this may, or may not, be the cause of the problem it would be prudent to follow the procedure carefully until the final answer is reached.

#### *A few words to our newer members.*

A wing drop on take off is not unusual, particularly during training. If this happens it is essential to pick the wing up promptly. Apart from scraping the tip along the ground, and in the case of the IS 28s giving the little plastic wing-tip wheel a hard time, there is a danger that the glider will yaw off to one side due to the drag created.

A wing drop is, of course, more likely on days when there is little or no wind, in which case there is very little airflow over the ailerons until the glider has gathered speed. For this reason it is particularly important on such days for the wing runner to do just that. Run!

Some gliders respond less readily than others to the pilot's action to pick up the wing, and the Jantar in particular can be difficult in this respect. So if you are running the wing on the Jantar please give it your best sprint, making sure that you don't hold the wing back as it gains speed.

We have experienced some strong wind conditions of late, and on a number of occasions it has been necessary to change ends as the wind has swung around, giving a tail wind component. Changing ends can be a nuisance, holding up proceedings for a time, leaving cars inconveniently parked at the wrong end etc., but it is essential if there's anything more

than a knot or so of tailwind. Taking off with the wind behind you means that you have to pick up speed and travel some distance before you begin to have lateral control. Then, as the tug begins to climb its climb gradient will be flatter resulting in a lower height as the airfield boundary is crossed. I expect that the reason is obvious, but in case there is any doubt, the tug will be climbing with more or less its usual vertical speed, but its speed over the ground is increased by whatever the tailwind component happens to be, hence the flatter angle.

There is one other danger on days when the wind is strong. The wind speed will almost certainly increase with altitude, and this increase can occur very rapidly as you climb clear of trees etc. on the boundary. Thus as altitude is gained the tailwind will be stronger, but the tug and glider take time to accelerate. As a result the airspeed will fall, eroding the safety margin above the stall, and increasing the risk should a rope break be experienced. If this brief explanation is not clear, please discuss it with an instructor.

The other vital factor, particularly on days when there is a strong wind, is for pilots to make a positive check on wind direction before joining the circuit. The fact that the pie cart hasn't moved since they took off is no guarantee that conditions are unchanged. It might be just about to move.

### *Our Tuggies*

The last issue of the Journal included a brief write up on our Tug Master's flying career, and I thought it appropriate to introduce a couple of other tuggies who probably aren't known to many of our members. There are others who, similarly, are not familiar to everyone, and there will be some information about them in future issues.

### *Eric Wile*

Although Eric has been a tug pilot with the club for several years he is on the weekday roster, so he probably isn't known to those who only fly at weekends.

Eric has had a lifelong interest in aviation, and had his first flying lessons at Taree when he was 14. In 1967 his number came out of the hat and he was called up for military service. He applied and was accepted for army aviation, but he then learned that the navy were taking on flying trainees, so he applied and was accepted for that branch of the service. In 1968, while in the navy, Eric flew gliders at Nowra club. Their launches were made by aero tow, or auto tow which involved being towed down the runway behind a truck.

At Point Cook Eric trained on various fixed wing aircraft before going on a helicopter course, then as a chopper pilot he was posted to Vietnam. While there he was engaged in operations which put him right in the front line. His helicopter was hit by ground fire numerous times and on eight occasions sustained serious damage resulting in forced landings. During these bouts of excitement helicopter gun ships kept the Vietcong at bay while Eric and his crew were airlifted to safety.

In 1974 Eric returned to civvy street and since then has flown helicopters in various parts of the world, including servicing off-shore oil rigs in the Middle East and China, and on assignments in Africa and various countries in SE Asia, plus a stint with the PNG Defence Force.

Eric has been back in Australia for about six years and now flies helicopters for Careflight, based in Orange. He takes pride in the fact that several thousand Australians owe their lives to the dedication of the Careflight crews, not just those in the choppers but also those on the ground. The flying can be very exacting, often requiring landings to be made in small

paddocks, on main roads, or even in city streets, so it is a job requiring the sort of experience and skill that Eric has acquired over many years.

He has logged the very impressive total of 15,000 flying hours. With that amount of air time, spending his spare time in our tugs shows clearly that flying is more than just a job for Eric.



Eric in Vietnam war days, and at Camden

### *Louis Solomons*

One of our newer tug pilots is Louis Solomons. He's not on the tuggies' roster, but as he lives nearby at Narellan he has offered to be available for us to call on at short notice either at weekends or mid-week whenever the need arises.

Louis is not just a power pilot. His flying career began in May 1964 when he started gliding with the Adelaide Soaring club at Gawler in South Australia, learning the trade from such icons as Col Churches and Bob Muller. He became an instructor at the Newcastle Gliding club in February 1965 with 45 hrs gliding experience, and in the same year his association with Southern Cross at Camden began when he was posted as an engineer to Tubemakers' Yennora division.

In October 1966 he was selected for pilot training in the RAAF and later in that year, sharing with Max Riley, he won the League 2 Nationals at Narromine flying the Club's long wing Kookaburra. One never to be forgotten day from that Nationals was being the only ship in the entire comp. not to outland, returning successfully from a 300 Km out and return to Garema. The crew could not have been happier!

Louis has very fond memories of some of the Club's greats including Col Vassaroti, Maurie Bradney, Johnny Blackwell, and Roger Woods - after whom his son Roger Malcolm Solomons is named. The Malcolm comes from best friend, Malcolm Chick, an RAAF fighter pilot. Naming his son after friends of note in aviation has had a very successful outcome because Roger Malcolm flew a 700 Km flight from Keepit in the LS7 on only his 74<sup>th</sup> launch, and continues to fly outstanding cross countries in the family Ventus A!

In the service, Louis trained as a pilot, flying amongst other types, the Winjeel, Vampire, Caribou and Lockheed C130E Hercules. He was also, in his spare time, a gliding instructor. On retiring from the RAAF in 1986 he became a stock market analyst, and resumed gliding about ten years later, at the Lake Keepit Gliding Club. He is currently a tuggie and Level 2 instructor at Keepit, but, in addition to flying our tugs, he is most happy to help out with instructing at Camden whenever needed.

Louis's experience includes some aero-engineering postings in the RAAF, over 5,000 hrs power and nearly 2000 hrs gliding. In view of his wide ranging aeronautical background - and his pleasant unassuming manner, we are indeed lucky to be able to call on Louis Solomons' services.



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### *The longest flight To Camden*

It was only after the last journal was published, with a brief biography of our Tug Master, that I suddenly thought that I should have mentioned the delivery flight that John made in Pawnee CPU. The aircraft was purchased in 1997 from Quairading in WA, about 150 km east of Perth and he flew it back to Camden, a distance of about 3,500 kilometres. Now the Pawnee is not fitted out with many creature comforts, so being airborne in it for 27½ hours must have been quite a test of endurance.

The Pawnee's normal endurance is about a couple of hours, so the flight involved a dozen stops. Knowing that at some locations fuel would not be available John stowed a couple of drums in the hopper, from which he could top up his tanks when necessary. John says that the flight was fairly uneventful, though a new battery was needed after only 150 km, when he reached Kalgoorlie. He also had to backtrack a couple of times due to weather, and then there was a problem at Port Augusta. The re-fuellers filled the tanks with jet fuel! Fortunately John detected this during the routine pre-flight check, so the tanks had to be drained and refilled (at their expense) with the right stuff. Well, he finally made it to Camden and, as you know, CPU is still getting us airborne nine years later.

An award is made each year for the longest flight from Camden. Perhaps in this case an award for the longest flight to Camden might have been in order.

*[Before anyone reaches for an atlas, perhaps I should mention that Quairading is a good deal further away from Camden than the tip of Cape York Peninsula].*

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### *Browsing through the log sheets*

While those among us who are keen gardeners would welcome some rain, we can't complain about the weather from a gliding viewpoint. For the time of year it has been excellent of late.

I won't attempt to list all the good flights that have been made in the last month or so, but there are some which are well worth mentioning:

On Saturday 22<sup>nd</sup> April, Ian Steventon and Richard Shemtob made flights of over 3 hours, and John Stanford wasn't too far behind with 2 hours 20 minutes.

On the following day David Ainscough flew for an impressive 3 hours 30 minutes. Then on Monday 24<sup>th</sup>, Glynn Morris had over an hour and a half in the Junior.

My grandson had a 2 hour 20 minute flight with Richard Shemtob in the DG, which he thoroughly enjoyed. That was on 25<sup>th</sup> April.

Newcomer Stuart Kirk flew with Eddie Pahic on 2<sup>nd</sup> May. The first of his 5 flight package lasted for 1 hour 35 minutes in ZAY, which is a pretty good start. Next day Bill Pain spent almost 3 hours in the Jantar. Bruce Ogden had 1hour 46 in the Junior. Jim Gothard was fairly close behind with a flight of over an hour and a half.

May 6<sup>th</sup> was a good day. Paul Rindfleish flew for over 3 hours in the 303, Richard Shemtob made his usual run down to Mittagong and back in the DG 1000, taking 2 hours for the round trip. Bryan Hayhow and Ian Steventon took over and made the same trip as Richard and in about the same time.

On the same day, Vasant Khilnani spent nearly 3 hours in the Astir, and Chris Becek had a 2 hour 49 minute flight in the Junior.

8<sup>th</sup> May was another good day Bill Pain and Mike Woolley, Ian de Ferranti and Kurt Rall all took 4,500 foot launches so presumably there was wave to take advantage of. It was certainly there on the 9<sup>th</sup> and Mike Bow, with me sitting in as ballast only landed after an hour and three quarters as the glider was needed for an AEF.

So all in all it has been a good spell, and if I didn't pick up your epic flight during my browsing, I apologise.



### *Ground equipment maintenance etc.*

A new towbar has been made by Geoff Croy for K13 GIQ. Do not try to use it on GTU it will not fit. The hole for the forward pin (the small lug halfway along the fuselage) is a different diameter on each our two K13s.

A new compass and a digital hour meter have been installed by Geoff in the Jantar. Thanks Geoff.

The pie cart awning has had a new cover (thanks to Gary Thompson) and has been fitted along with new spring-loaded mechanisms at each end of the main barrel. Please note from now on to roll the awning out there is a small lever on the right side of the main barrel with two arrows ROLL UP and ROLL DOWN. You have to operate this first when opening the awning or putting it away. Also note that because of the new ratchet mechanism there is no need to tie the main arms anymore. If the lever is left in the ROLL UP position the awning can't come down

Geoff also reports that some maintenance and repair work is needed on the pie cart. He has lowered the front shutters to match the window cill height, but repairs to the sliding shutters themselves which are difficult to raise and lower, has still to be done. The end window shutters also need repairs, and these (and also a number of other odd jobs) will be put in hand as soon as time permits.

Hangar door numbers and glider bay notices.

The numbers painted on the hangar doors have worn off with the passage of time. Geoff has replaced these with very clear new numbers at each end of the doors. He has also fixed notices indicating which bay the gliders are housed in, to save any possible confusion.

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### *DI Course*

The second part of the recent DI course, run as usual by Phil Endicott, was completed on 24<sup>th</sup> April. Four members completed the course, they were Bernie Baer, Mark Barnfield, Chris Becek and Gyorgy Blazsovsky, (incidentally the course was not confined to members whose names started with the letter B).

Briefly, the content of the course was as follows. In the first part, which dealt with metal, wood and fabric construction, the students were shown a GFA video, followed by a look at actual aircraft and a demonstration of what factors were to be checked, defect assessment and reporting etc. The second part which was primarily concerned with fibre glass construction included the re-rigging of a club aircraft, with the salient features of construction and assembly pointed out. This was followed by a discussion in the club house, building on what had been covered earlier in the course, a briefing on legal liabilities, and finally an oral exam.

### *Radio procedures course*

Four members attended on 6<sup>th</sup> May, and on conclusion of the very short course three were given log-book stickers. One other member apologised for last minute cancellation due to a family problem. Were they really the only solo pilots who needed an authorisation??

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### *Soaring with Eagles*

*By Geoff Uther.*

Long-time members may recall that a number of years ago, one of our gliders (at Camden) was attacked by an eagle. The only damage (physical!) was a few chips out of the fibreglass on the leading edge of the wing.

We had a near repeat of the episode at Camden on Wednesday 10th May. I was flying ZAY with a passenger in the front, when we saw an eagle (our combined opinion on its wingspan was one and a half metres) flying in formation a few metres off our port wingtip. I did a few gentle turns right and left at 45 knots, and each time the eagle closed up again in formation. Then it moved out a bit, peeled off and came straight at us in a flank attack (just like a ME109, or Spitfire, depending on which side you supported). It flashed past just under the cockpit, wings fully extended, and talons out in front of it. At this point, my passenger and I decided discretion was the better part, etc, and I put the nose down at 70 knots and lost our attacker. The whole incident (we were at 1,700 feet just off the end of runway 24) was witnessed by a number of members on the ground at the piecart. Sadly, the passenger did not have a camera with him.

This is not the first time in recent years that an eagle has flown in formation with one of our gliders, but it's the first time I've heard of a potentially dangerous encounter. Geoff was probably wise to break off the engagement. *Ed.*

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### *Club Diary*

As mentioned elsewhere, we ran a radio course in April. This can be repeated in June if there is sufficient interest. Please let me know if you would like to attend such a short (3hour) course.

It is proposed to hold a Trailer Working Bee in July under Geoff Croy's expert guidance. Date to be announced. If you are able to help out, please contact Geoff.

The Barbecue and Presentation Night will be held in July, date to be announced.

**STOP PRESS:** *Just announced:* A big night to looking forward to **Saturday the 17th of June** at the **Southern Cross Gliding Club - Club house** (Camden Airport) at **18.00** commencing with **BBQ** followed by:

The best gliding DVD you have ever seen - The World Masters Grand Prix event ever held -beautifully filmed air to air in the New Zealand southern alps in January 2006. Introduction by Paul Matthews who has flown in the contest area and who competed in the first ever GP event held in conjunction with the Gawler Pre-Worlds. Also a short but terrific DVD on the Gulgong Nationals as a "supporting act" and for some Aussie flavour.

For bookings please reply to Martin "xcCloudBase@aol.com" quoting "A Big Night". Guests are welcome. Please advise your guest and vegetarian needs. \$10 per head participating at the BBQ.

**No booking No BBQ!!!, but film yes.**

Looking forward to seeing you , Martin

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### *Winter courses.*

As already notified by e-mail, Martin Feeg plans to hold winter courses to get members ready for the next soaring season. He set a date of 20.5.06 for receiving expressions of interest. However, if you have overlooked it, and you receive this reminder after the closing date you may still be able to twist his arm!

Martin's e-mail said:

From last years experience and feedback I will run again two levels. Those who haven't achieved Silver C (50 km flight) and those who have already pinned this diploma to their chest.

I was asked to run it in Camden this year and I will happily do so, the venue will be our Club House. I envision to spend one weekend for under Silver C and two weekends for above Silver C. Each day will be subdivided into 3 sessions with one particular topic each session. Guest speakers have been approached and loose confirmation was given to me. Looks as if it will be exciting.

In all occasions afternoon coffee treats will be provided and the day finished with a BBQ (usual format \$10 per head).

Please respond with an expression of interest, the level you want to attend to and dates that definitely DON'T suit you. I than will try to match it as best as possible.

Looking forward to your reply, closing for this scouting will be the 20.5.06.

Cheers,  
Martin

P.S. If you know of others interested, feel free to forward this e-mail to them. The more the merrier.

## *Bruce Ogden*

It is great to make contact with the various members within our club who come from such diverse walks of life. Many of them have much to offer the club, whether it be on the flying tugs, helping out in our daily operations, or simply sharing life experiences, and anecdotes which they pass can on to others..

Many justify a mention in the Journal, but I would like to draw attention to one of our members, Bruce Ogden, who has been a silent achiever in a number of ways since joining the club. I think that he can also be said to be a quiet achiever in his daily life.

Over the past year Bruce has attended on most Wednesdays, and also on a regular basis at weekends. He has been outstanding in the way he has persisted with his training to become a very competent glider pilot. At the time of writing he has logged 265 flights, 89 of them solo. His total time is 100 hrs, with 53 hrs solo, and still climbing.

Like most of our pilots who start at a mature age, Bruce has shown himself to be a slow but steady learner who has improved week by week, and now regularly makes some very praiseworthy flights.

Persistence is a valuable trait in gliding, just as in life in general, and Bruce is not lacking in this attribute. He is an engineer/inventor in business and is well respected in his particular industry. On many occasions I have noticed his generosity in sharing gliders with others and his willingness to just turn up and help out on the field without flying.

What gives me the considerable satisfaction as an instructor is seeing Bruce go up for a mutual flight with his son Damien then, in the club house at the end of the day, hearing of the enjoyment that was shared by a father and son

I know most members pull their weight in one way or another, but sometimes the quiet achievers need a special mention. So, if you know any member who gets stuck in and helps without being asked or cajoled, and is an asset to the club, please don't be hesitant. Send Woody a short write- up so that they get the mention which they deserve.

*(Article submitted anonymously by one of our instructors)*

*Bruce, at the Goulburn camp.*



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## *What next?*

While I was at Camden last week I was surprised to hear Don Palmer's dulcet tones on the radio and to realise that it came from a helicopter hovering overhead. With a level 2 Instructor Rating, a PPL and Instrument Rating, and also a Tug Rating, and with a chopper licence coming up, Don is a real aviation enthusiast. But rumours that he has put his name down for Astronaut training are apparently unfounded!

## *Goulburn camp – Easter 06*

From a soaring viewpoint the weather at camp was a bit disappointing, but otherwise conditions were fine, and those who attended had a great time socially. As mentioned earlier Martin Wysocki went solo, and he is pictured below with John Jurotte.



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### *Nothing to do with us*

Geoff Croy has drawn attention to the fact that a company named 'Surprise in a Box' sells tickets for a gliding experience at Camden. However, their tickets are not for our club. They are for Sydney Gliding Club. So if any ticket holders turn up at our pie cart please point them in the right direction.

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### *Central Coast Club's ridge camp*

The Central Coast club will be holding a ridge camp at Gloucester in the last week in August. If any of our members would like to attend please contact Phil Endicott so that he can make arrangements with Central Coast. Phil mentioned that at last year's camp they not only flew the ridge but also experienced some wave flying.

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### *Pre-booking of flights*

An internet booking scheme has been started, details of which are dealt with in CFI's note below. For those who do not have internet access, bookings can be made by calling John Jurotte on 0500 U GLIDE.

It should be emphasised that this scheme is still in the experimental stage. If you have any comments to make please contact Peter Hewitt.

### **Student Internet Bookings at Camden**

If you have logged onto the SCGC web site recently, you might have noticed that we are experimenting with a Student Training Booking system, using the internet. The facility is now operational on the web site, and you access it by clicking the Bookings button near the top left of the Members' page.

This note is to explain our objectives for providing this facility, and our thoughts on the way it will work. Nothing is fixed yet, so we need feedback on how best to make the system work to everyone's advantage.

Last year we implemented a similar system with Air Experience Flights. Before that, visitors used to turn up randomly, which often overloaded the capacity of the team on duty and interfered with the remainder of the club operation. Now visitors book in advance, typically one each hour, and this ensures that the rostered instructors can deal with the AEF load without neglecting club members. The new system is intended to ensure a smooth flow of students to help the instructors provide the service you want.

The objective is that you the student should know that when you attend at the airfield you will be, as far as possible, guaranteed all the flights you want. To achieve this, a small number of bookings can be made in advance on the internet each Saturday and Sunday. The present page allows four booking slots each morning and four each afternoon, but this may be changed once we get a bit of experience with it. If the club resources cannot fully satisfy four students, we will reduce the number of booking slots to make quite certain that, weather permitting, the booked students get the flying they want.

Of course you don't have to book to get instruction. As with AEFs, students can turn up at the field on spec, and take pot luck. But the booking system means that booked AEFs now go away satisfied, and we want the same to apply to students who book.

To claim a booking, you must be at the hangar by 08:15 to help get the aircraft out, and you are expected to stay to help put the gliders away irrespective of when you finish your flying. If you are not present at the start of the day, your booking will be deemed to have lapsed. If you want to leave early, then you must at least check with the duty pilot and put away any surplus aircraft before you leave. We are trying to move towards having a daily debriefing, in the club house, after flying finishes, so we would prefer that you stay.

The Student Booking system will allow the Instructor Panel to put on extra resources when bookings are heavy. When aircraft are out of action for maintenance, or away at camp, we can "throttle" demand at Camden by closing some of the booking slots on the web site.

The other facility on the site is a booking system for the DG1000. When the club bought this aircraft, it was always intended that it would be used mainly for cross country training. The rules brought in last year, for cross country flying from Camden in club aircraft, seem to be working well, and the DG1000 often goes away from Camden on training flights. But to date there has been no formal way of reserving it for a flight. The Bookings page now provides this.

At present the web page offers three two-hour slots, 11am, 1pm, and 3pm, for the DG1000, but this is just a trial. Again, to claim your booking, you must be at the hangar by 8:15. If you don't arrive by then, your booking lapses, and the duty pilot will determine who gets to fly the aircraft. Of course the aircraft is freely available to all club members except when the person who has booked it is actually using it.

I suspect we need to have a similar booking system for the DG303, so you can know well in advance that you have the aircraft available to you for a cross country flight. We will add this to the site in due course.

I am convinced that the scheme has the potential to be of great benefit to you, the members. But it will take some time to sort out a smooth system. Please bear with us and let us test the present system, and modify it as we go, and see how it works. I would appreciate feedback to me, at [merrylyd@bigpond.com](mailto:merrylyd@bigpond.com), and I will pass your thoughts around all relevant people.

So, please, if you intend to go to the club for training flights, or want to fly the DG1000, please put your name in one of the booking slots. If you find you are not going to be able to attend, please cancel your booking immediately so someone else can take it. To test the system, we need you to start using it immediately. If you have problems using it, please contact John Jurotte or Derek Ruddock.

Peter Hewitt, CFI SCGC