



THE SOUTHERN CROSS JOURNAL

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB
P.O.BOX 132, CAMDEN N.S.W.

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In this issue:

With the soaring season now upon us, a lot of activity at Camden and at camp, and hopefully some really good flying ahead, the main theme in this journal is safety. In 'The CFI's Corner' Clive talks about accident prevention while flying, and in 'Hangar Talk' Peter reminds us of some of the things we should know about maintenance and ground handling. These are very important topics.

THE PRESIDENT'S THERMAL:

The compliments of the season to all, and may next year be a good one. This soaring season have a good time, enjoy your flying, but above all be safe.

The journal has a club event diary in it. The events have been planned over the next year so that you may plan ahead. Please mark these occasions on your calendar (or wall).

There have been two accidents lately with the tractor and gliders. It is important that when towing or manoeuvring around gliders that you be especially careful and wide awake. Also when you are about to enter the runway with the tractor, look first before making a radio call. The ultimate responsibility is yours.

We have had two seminars recently, a safety seminar run by Kevin Olerhead of GFA and the pre-soaring season briefing run by the CFI. Unfortunately both were rather poorly attended. However the CFI has included summaries in the journal, which everyone should take careful note of. All pilots whether new or experienced should keep abreast of safety and operational matters, as ultimately your life could depend upon it. Keeping current is not only a matter of flying. So, plan ahead and come to future seminars and contribute as well as learn.

The Committee is continuing to work on the purchase of the DG1000 as the major project and is looking at the means of marketing the Club to increase membership. The day to day running of our affairs also takes up some time. Any assistance you can offer will be of benefit, and will be appreciated.

One of the more important duties required of our operation is that of duty pilot. A good duty pilot makes for a good day's operation and happy members. If you can undertake this job please contact Bill Nixon, the Operations Officer, and he will arrange for training to get you started. Rostered days don't come very often, so it is really not a very onerous task – and someone has to do it.

I hope all those who intend to go to the Christmas Camp have already been in touch with the Expeditions Officer Don Palmer.

Fly well and fly often.

Michael Bow

Coming events:

15 th December 10am – 2pm	GFA Development Seminar, with Terry Cubley
26 th December – 11 th January.	Xmas camp (Contact Don Palmer – 02 4653 1146)
31 st December – 11 th January	National Club and 2 seater Competition at Forbes
Saturday 16 th February @ 7.30	General Club meeting to discuss Club progress.
18 th to 21 st March	Club members' training week (subject to demand)
29 th March – 1 st April	Easter camp. Venue to be advised.
Saturday 15 th June @ 7.30	BBQ and Presentation Night.
August	Wave and Ridge Soaring camp – dates to be advised.
Saturday 14 th September @ 7.30	BBQ and AGM.

Welcome to new members:

Jonas Kvist, Udo Bauermann, Sandra Mitchell and James Burnitt have joined the club in the past couple of months. Welcome back to Ron Barney who has rejoined the club after a break of some years. Troy Duncombe is new to Southern Cross, though he has flown with the clubs at Leeton and Mangrove Mountain before making the very wise decision to come to Camden. Bill Pain, a recent arrival in Australia, has previously flown with a UK club and is now flying our Junior.

Best wishes for some good flying to all of you.

Visitors:

We've had two very welcome visitors recently, Tomas Dikhoff and Nick Spinks. Tomas was here on holiday from Germany. Nick, a British policeman, has been serving with the UN peace keeping force in East Timor. He was a very useful chap to have around, being sociable, enthusiastic, hard working - and strong.

We wish them both all the best for the future, and hope to see them again some time.

Achievements:

- Peter Moffitt went solo on 3rd November. Peter is 15 years old and is the youngest solo pilot we've had at Camden for a long time. Can anyone remember any previous solo pilot of this age?
- Grant Dyer and Gary Thompson have also completed their first solos. Incidentally, Gary lives in Moruya, (that's South of Batemans Bay). Quite a drive to come flying at Camden!
- Another tuggie in the offing? - Don Palmer has obtained his PPL.
- I spotted Dominique Estival making a very neat landing in the Junior last week, so she is moving up through the fleet.

Congratulations to all on these achievements. If I've missed anyone, please let me know.

Bouquets:

During the Narromine Cup week, Keith Dixon was taken ill, but fortunately some of our members who were attending the event stepped in to lend a hand. Anne Elliott has since e-mailed to express her appreciation, as follows:-

“Words of praise - Keith was one of three tuggies to carry out launches during cup week as well as doing heaps of other things to assist in keeping the event rolling, and I planned to be on the flight line every day and do whatever I could. When he was 'struck down' Eddie Kropkowski, Don Palmer and Dave Boulter stepped in. Eddie towed for a day and during the other days ran wings; Don Palmer and Dave Boulter ran wings and did whatever they could to help us. All of them also offered to help me in any way with stacking hangars charging batteries etc, etc. I can't begin to tell you how much Keith and I appreciate their support and assistance. They were absolutely wonderful (we wish they were Orana Soaring Club members!!). If you have a newsletter, or whatever, I think they should be given credit for all their assistance to the OSC and Keith and myself during Cup Week”.

We should also thank those members who manned our aircraft and stall at the “Camden Airshow 4 the Kids”. They had to move the pie cart to its allocated position, put our aircraft in their display location (all done at the crack of dawn) after which they answered visitors’ questions and handed out leaflets all day. Thanks too to Ken McCracken for his usual elegant display of glider aerobatics in the Jantar.

Medicals:

If your old medical has expired and you haven’t sent the details of your new medical to Jason, please do so without delay. Jason’s address is: 2 Tindal Way, Mount Annan, NSW 2567

Are you an Official Observer?

Dave Boulter is assembling a list of members who are Official Observers. If you are an OO, please let Dave know. His telephone number is (02) 8875 9541, or you can e-mail him at dboulter@sgi.com

CFI's CORNER:

Meeting with AirServices Australia/CASA

At the end of October, AirServices Australia (ie the [wo]men in the Tower) and CASA called a meeting with all Camden operators to discuss problems with the gliding operations. While all of the power operators present supported the gliding community, legitimate criticisms of our operation were raised. Please consider the following points, and try to do your part in improving the standard of gliding at Camden:

1. *When the Tower calls ‘Glider Launch’ often there is no response.*

The duty pilot (and everyone else in the Piecart) must monitor the radio and respond to calls from the tower. If you leave to retrieve a glider, respond from the tractor. If you are the last person left in the piecart and you decide to get into an aircraft, give the Tower a call and advise them that the Piecart will be unattended and they should call your aircraft (or give the registration of the aircraft flown by the instructor in charge).

2. *People wander across the active runway with aircraft on final.*

Be sure to give visitors a safety briefing when they arrive. Point out the runway markers, tell them not to go onto the runway unless they’re getting into or out of a glider; point out the tug’s propeller and remind them of what happened to a famous golfer who got too close to one...

3. *Gliders often don't respond to radio calls.*

Acknowledged as also a problem with power aircraft in a training environment, but let's try to improve. If the controller gives you a call there's likely to be a good reason for it: like a power aircraft on 'our' side of the aerodrome.

4. *Glider pilots make slow and verbose radio calls.*

No need to preface calls with 'Camden Ground' (the tug's call for takeoff clearance is sufficient); no need to identify the glider type. "Glider Alpha Bravo Charlie downwind for Glider 24" is sufficient.

5. *Amateurish Glider retrieval*

Always get a clearance before driving the tractor onto the strip, but LOOK FIRST! Only call for clearance when you believe it's safe to enter the runway; then get the glider off the strip promptly.

Both the controllers and glider operators are keen to implement simplified procedures, but this may take some time to achieve. In the meantime we must comply with the existing procedures.

GFA Safety Seminar Summary

For those who were unable to attend this informative evening, the main lessons extracted from the data were:

Mid air collision : Recurring factors are:-

- ❖ Collisions where neither pilot has a clear view of the other are very rare (only one in the last 20 years); the usual situation is where one pilot has a very clear view of the other aircraft, if only (s)he were to **LOOK**. (so forget about your beaut new flight computer/GPS: watch the real world outside.)
- ❖ Collisions usually occur within 10Km of the departure/destination aerodrome (ie crowded airspace).
- ❖ Pull-ups are a common factor: (so be sure to **LOOK UP** before pulling up).

Outlandings are still the most popular time to have a serious accident. So be an individual: think outside the square. Recurring factors are:

- ❖ Usually within 10Km of home. (ie pressing on, rather than accepting an outlanding and making a professional job of it.)
- ❖ Pilot fatigue is usually a factor
- ❖ Most involve pilots with 100-400 hours solo. (A sobering thought: this applies to most of us, who only get to a camp every few years.) Low hours pilots (conservative, tend to do what their instructors preached) and high hours pilots (expert) are rarely involved (but there are some notable exceptions in this latter category).
- ❖ Usually involve a flight where the 'Break Off' check was just not done: the fool simply flew on towards home, vainly hoping that God would provide a suitable paddock before he reached treetop level. But God has a sense of humour...
- ❖ Often follows an (ill considered) last minute change of plan. So break off early, decide on your best course of action before the pressure builds, and then stick to it. Very few of us perform well under pressure, even fewer when fatigued.

Soaring Season Sermon

For those of us lucky enough to be able to get to Narromine or Temora this year, be sure to be well prepared, and believe that you really don't have to compromise on safety in order to enjoy yourself: quite the reverse, actually.

A few reminders:

Dehydration

Remains a problem for weekend city aviators like us, especially if you're over 40. Take plenty of water in the cockpit (as well as 2 litres in your outlanding survival kit), don't wait until you feel thirsty: drink small amounts often. If you don't sweat it out, take a few spare plastic bags with ties (think about it!). To be really super-organised, Paul Matthews recommends 'Convene' Irish condoms which you can adapt to your expert/amateur cockpit plumbing. Available from chemists, but takes a few weeks to get them in, so order yours NOW.

Outlanding Checks:

Unless you've had an outlanding, or passed an outlanding check, within the last 12 months you'll need one before you fly cross country.

Currency on Type:

You can't fly a task in a club aircraft unless you've flown that aircraft at least 3 times in the last 2 months. If you don't qualify, fly locally until you meet the requirement, then (and only then) show Hans Werner Grosse how it's done.

Landing Areas:

Deviate from track if necessary to keep within gliding range of suitable landing areas. If you get down to 3,000 ft AGL (as judged by eye: don't rely on the altimeter!) start to identify specific paddocks.

2000 Feet AGL:

Should have 2 or 3 alternatives picked out by now: thermal within circuit range of these (taking a look from all angles) until and unless you gain enough height to continue on track. Judge your options with:

- Wind
- Size
- Slope
- Surface
- Obstructions
- Stock

1500 Feet AGL

Decide on a paddock, and choose an alternate; plan your circuit. Use the remaining height to thoroughly check them out. Don't push yourself at this stage: very few of us perform well under pressure. By all means take a thermal if you find one, but be sure your angle remains sufficient for you to start a circuit for your preferred option if the thermal is less than you hoped for. If the Gods refuse to cooperate, break off and use your height to allow an un-rushed circuit into the paddock of your choice

1000 Feet AGL

Breakoff: forget thermalling!

Ignore the altimeter: watch the angle!

Your last chance to spot that hard to see wire/fence/trench/bull/slope.

Finally, my best wishes for a Merry Christmas, a Happy New Year, and a safe soaring season to you and your family.

Safe flying!
Clive Potter

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***New layout for the pie cart and glider manoeuvring areas:***

You may have noticed that the pie cart is now located further away from the runway than previously, and closer to the fence line. A plan of the new locations for runways 06 and 24 is displayed in the pie cart.

The objectives of the changes are:

- ❑ to give more space for moving the gliders around, and hence reduce the risk of damage, (up until now they have been moved and parked in the much more confined spaces in front of and/or behind the pie cart),
- ❑ to keep visitors further away from the runway,
- ❑ to ensure that we utilize the maximum runway length.

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### **A few odds and ends:**

#### ***!60 km glide, but no Silver Distance:***

CASA's most recent issue of Flight Safety carries the story of an Air Transat Airbus flying from Toronto to Lisbon, which lost power on both engines when over the Atlantic, more than 100 miles from the nearest airstrip. The report says that the pilot trimmed for best glide speed and diverted to a US Air Force base on a Portuguese island, the ensuing descent taking 18 minutes.

No mention was made of the wind, but a hundred miles in 18 minutes gives a ground speed of 290 knots. If they were at somewhere around 35,000 feet when the engines quit, their glide ratio works out at slightly better than 15:1, which seems pretty impressive to me - though they are probably a bit of a handful in thermals! Perhaps one of our airline pilots could tell us more about gliding the big jets. [*Thinks!! The Jantar wouldn't have much of a glide ratio at 290 knots*].

#### ***The importance of the correct radio phraseology:***

On a recent weekday the K13 was still flying late in the day. Our instructor called the tower, "Camden Ground, please request Golf India Quebec to return to base." The Tower relayed the message, "Golf India Quebec. They want you to come back!"

#### ***Dennis's first solo:***

In the last Journal I mentioned visiting the Booker Gliding Club, which operates from an old wartime RAF airfield. Dennis subsequently mentioned to me that this was where he did his first solo, on a Tiger Moth, almost sixty years ago.

#### ***Towing the Junior:***

If you are going to tow the Junior, please ensure that the tow bar is properly attached to the dolly. There is a sketch in the Handling Notes (in the pie cart) and also on the hangar stanchion adjacent to the Junior's bay, showing how the tow bar bolts should be placed.

#### ***Installing wing walkers on the single seaters;***

Have you watched people struggling to hold up the wing with one hand while trying to slide the wing walker on with the other? A simpler method devised by John Jurotte is to leave one wing tip on the ground, the up-raised tip being the one onto which the wing walker will be fitted. Lift the wing walker with both hands, place it over the tip and then while still supporting its weight walk under wing, sliding it into position. Dead easy! John isn't claiming any patent on this, and it may be that someone else has also come up with the same neat idea.

*Ed*

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### **HANGAR TALK:**

With the soaring season now in full swing, it seems prudent to re-visit a few topics that have been previously published and to quickly cover others that for one reason or another have caused me and the Committee more than passing concern.

#### ***Glider damage-***

It is always easy to focus on the negatives and vent one's spleen when it comes to glider damage, the real art is to pass on constructive feedback to prevent further incidents. Every time a glider sustains damage we have a multiplier effect where,

a) the glider can't generate revenue, b) pilots have to wait longer before they can fly, c) insurance premiums possibly increase, and d) the persons responsible for the damage may be asked to contribute to the cost of repair.

As stated in previous articles MOST incidents are avoidable because of the human element involved. When I look at historic evidence I notice that we have a trend that started to show itself with the advent of our two tractors. This started with the rear fuselage frames on the IS 28's being cracked as a result of violent engagement of the clutch on the "blue streak" and continue with many different types of contact damage caused by the "Fergie". Don't think members cars are excluded from this list either.

HOW do we minimise damage? This is not a trick question. Start by taking ownership of the responsibility. It is no different to the responsibility we have when we DI the gliders or take to the controls for a flight. Yes, there will be people at each end of the spectrum in relation to their attitude but this is where we need to be honest with ourselves and start treating the Club assets as our very own.

If I lent my ASW20\* to a club member to fly, I could reasonably expect that they would treat it as though it were their own and would take every possible precaution to return it as lent. Club machines are no different!

We are lucky to be a pretty eclectic bunch in Southern Cross and we have used this mix of ideas to improve what we have. Some great innovations have surfaced in the last few years and our lives at the field are made much easier because of them. There are however, attendant risks involved with anything new and we have to be vigilant to ensure that we minimise the risk to ourselves, club-mates and Club assets.

Driving the tractor rates as #1 on the "uh oh- how do I explain this" HIT list.

When you take charge of the tractor, do so with the mindset that you are about to interact with some pretty expensive machinery ( it's the way I think when I am towing a Boeing at work) and it just isn't worth the paperwork by being quicker than anyone else or manoeuvring into a tighter spot than necessary! The same rule applies when you are rigging, de-rigging or pushing the glider into the hangar.

As I said at the start of the article, we should learn from the feedback of the accidents of the past to avoid the ones in the future.

**SLOW DOWN AND THINK ABOUT THE CONSEQUENCES OF YOUR ACTIONS BEFORE COMMITTING YOURSELF TO AN IRREVERSIBLE OUTCOME.**

### ***Radio defects-***

If you believe that you have reason to suspect the performance of your radio, do a little troubleshooting first.

If you can receive OK but the tower cannot understand you, try moving your mouth away from the boom mic by about 5 cm. This reduces the modulation. Alternatively the mic jackplug might not be seated correctly or is dirty. (a bit of Scotchbrite green pad can clean these up nicely).

If you can't receive or transmit then you should reselect your frequency or try an alternative frequency first. If this does not help then you can look at the electronic vario and see if it goes haywire when you key the mike. If it does then you probably have a dud battery. The B50 vario has a volts selector which can show battery voltage on the LCD readout. Typically, the voltage needs to be around 12.5 volts when everything is turned on. Anything less and you will soon run out of transmit power (it should still receive OK- receiving requires a lot less power than transmitting).

If you are flying X-country it may help to detune the squelch ie; rotate the squelch knob so that you just begin to hear static through the speaker then back it off a smidge. If the battery is a known good 'un but the radio appears dead then check the fuses or gently push the radio into its rack to ensure good contact.

### ***DI entries-***

I think we can improve the quality of reports, considering the past articles I've written and the knowledge imparted by Tom on his DI courses. Please keep to the facts and pass on any substantial defects to the A/C captain.

Also, ensure you are not repeating an earlier entry.

### ***Seat belts and control sticks-***

Do not loop the end fitting of the shoulder harness over the top of the control stick. This is totally useless for restraining the controls, and you risk destroying the PTT button. Instead, use the lap belt so that one end is adjusted sufficiently to wrap across the stick with the webbing therefore minimising metal to metal contact. The other end is then pulled snug to prevent movement.

### ***Rudder pushrod damage-***

The IS28 has pushrods which connect the front and rear rudder pedals. The rudder pedal assembly is connected to the rudder by cables. The pushrods are made from thin wall alloy tube and are easily damaged. Do not wedge the rear pedals to prevent the rudder from flapping about as the force on the rudder is fed back into the system and can distort the tubing. Instead, turn the glider cross wind so that the wind is blowing at a slight angle behind the wing with the upwind wing on the ground. If you are still concerned about damaging the rudder, drive to the hangar and get the rudder cleat from the equipment locker. If you can't trust yourself to remove it before flight, tie it to an old tyre, put the seat cushion next to it or better still, attach a highly visible streamer.

### ***Hangar signs-***

I am in the process of making permanent signs for the A/C bays at the hangar. Hopefully this will reduce the musical chairs approach to putting the gliders away at night. And speaking of hangaring the gliders; if find that you haven't got the main-wheel lined up with its track, move the glider out of the hangar and start again. Trying to manoeuvre the glider to line it up when the tail is inside the hangar is a sure fire way to damage something sooner or later.

Lastly, many thanks to the A/C captains and other clubbies for their help this year. To those who carry out the other thankless tasks like AD177 and are unfortunate enough to be there when the 28's need de-rigging or rigging, I take my cap off.

You will not be hearing from me for the next 3-4 months as I will be in France, learning to play with my new toy, the Airbus A330. In my absence, Richard Solomon has kindly offered to step into the breach. I am sure that you will all help him adjust to the task at hand. One way to help will be to keep the Maintenance Board in the hangar up to date.

Good luck to those pilots seeking badges and other challenges this season.

*Joyeux Noel et Bonne Annee*

Peter Cheg  
December 2001

\*PS: I wish I did have an ASW20. Santa, are you listening??

### ***Thanks Peter:***

I'm sure that everyone will join me in thanking Peter for all his efforts to date in looking after our fleet. Peter has brought a commitment and professional touch to the job which it has never had before during my time at the Club.

We look forward to his return, but meantime, thanks to Richard for taking on the job of Aircraft Maintenance Officer. Let's all try to follow the various pieces of advice given above so that Richard has as little to do as possible. *Ed*



### ***Two World Champs in the family!***

It's nothing to do with us, but perhaps it is worth noting that in the Womens World Championships, held in Lithuania last August, the 15 metre class winner was Jill Spreckley. Some of you may remember that the winner in the racing class at the World Championships held at Benalla in 1987 was Brian Spreckley, Jill's husband.

### **Another type of Iron Thermal:**

#### ***Narromine Cup Week***

"Phil, I'm leaving Gilgandra from about 8000', heading back on track to Narromine". I was in the Jantar VH-IZU. It was Tuesday 27<sup>th</sup> Nov 2001. A number of SCGC members were at Narromine for the Cup Week. The weather has been good. The day has been great, so far.....

The thermals made it around 10,000' that day in some places. The conditions on the way from Narromine to Gilgandra had been good, not great. We were getting blue thermals on the way up & in the hills SE of Gilgandra Cu's were forming.

At Balladoran about 15kms south of Gilgandra, on the Newell Highway, there was a huge paddock I flew towards hoping to get some lift. I was at 6000', approaching the bottom of my comfortable glide band & wanted it to work. Don Palmer & Phil Endicott were slightly north of there under the Cu's forming & getting to 8000'.

Sure enough just over the paddock & little downwind of it a bumper thermal was pumping. You never get sick of these Narromine grinders. They fight with you to keep you out & you fight back to get into them. Banking trying to bend the glider like a banana to keep inside their narrow cores. 4 to 7 knots on the averager & a screaming vario, God I love gliding like this.

At close to 8000' I left this as the other guys were calling the straggler up to them so we could head back towards Narromine & out to Warren, maybe. I got into Gilgandra with 7500' onboard, went around the Silo taking photos & headed a bit further North to meet Phil under another huge cloud. Phil was actually in the next cloud North, even bigger, when I made the call at the beginning of the story. Don was already heading south again, but he was further east over the small hills where the clouds were marking thermals. He was slowing a bit & waiting, so I thought I could get ahead & not be the straggler for once, & set off.

*That was my first mistake!*

On track ahead of me was blue sky. But it was blue on the way up, so why am I worried. As I headed towards Balladoran again & the huge paddock, I did not get many bumps of substantial strength, nothing for me to really turn in. I pushed on.

*That was my second mistake!*

As I got over the paddock & slightly downwind, it started to tease me. I had huge lift on one wing, turned quickly, then large sink. Searching again showed similar in other directions. At this point I should have left & headed over towards Don but something kept on saying it was my flying not the thermals that had gone to pieces

*That was my third mistake!*

Very shortly I was low. Don asked if I had a glide back to Gilgandra Airfield? No I did not. "How you going Dave?", said Don. "I'm a bit white knuckled now Don". Very soon I had 3 paddocks picked out, as I was around 2500' above ground. I had plenty of time to perform the paddock checks & was convinced that any of the three were good. They were recently cut (yesterday) wheat with short stubble.

At 2000' AGL, I was convinced I was heading in & headed over the next paddock to join for a circuit etc. I did my FUST & kept my eye on the angles to my selected paddock & the option next door. All was great. I called on the radio that I was outlanding & Don replied. I then flew over the top, still around 2000" AGL of a farmer cutting the paddock across the road from mine in his huge header. I got strong lift over the top of him & decided I could still turn as I had at least 500' up my sleeve to join circuit for a nice 1000' AGL circuit to the paddock. Slowly, gently I turned & gained height. 50, 100, 200, 500' I think I am going to get away from here. I call on the radio again saying I am possibly getting away. The farmer keeps moving & I follow my circle centering just downwind from him as the broken thermal gathers strength in it's disorganised cores.

"Oh Bugger" (added for young reader's sake) the farmer has stopped his header. As I circle I see him exit the machine & now he is looking up at me. "Get back in!", I screamed. But still he just stands there looking at me. Things are not so good now. The lift is changing; I can't seem to centre again in the disorganised mess.

Break off time, I have plenty of height & actually burn some off over the farmer before heading downwind & finally into a perfect landing (if I may say so myself). The paddock was aligned into wind, right next to the main road & big enough to land a 747 in. The stubble is a little higher than I expected but no dramas.

On the radio to Don & Phil; Phil flies over me at 9000', identifies my paddock & I listen to the guys for a while as they head back, in now difficult conditions, to Narromine. I get relaxed when I hear Don call final glide to Narromine. I decided that the paddock was not quite suitable for air tow out, could be a fire hazard.

The farmer comes over & says that he was watching me. "Why did you stop your machine & start watching me?" I asked. "I was actually getting some lift over you as you were working". The farmer said that around 30 years ago, he was watching a glider from around the same spot. The glider was circling & then suddenly speared into the ground. He was worried that my fate was to be the same. I feel sorry for the hapless person before me. I wonder what the real details were. I thanked the farmer & offered to take him for a flight someday. He checked that I had plenty of food, water etc & said he would be in the next paddock & would come back if nobody picked me up.

It was around 4:00pm now, I had my space blanket under one of the wings. The Bug Spray is doing its job & I start a restful sleep. Around 5:00pm I wake up & look out to the road. There is Don with Eddie Kropkowski, I'd better show them where the gate to the paddock is.

A quick derig, Phil Endicott turns up as he can never miss a paddock party. As we make our way to the gate, we come across Phil's mighty green Ford. It is parked outside the gate & Phil has the Krook Lock on so that nobody can steal his "Gliding Car".

Quickly back to Narromine & we have the Jantar rigged in 26 minutes, ready for another day in Gliding Paradise.

*Dave Boulter.*

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### **Some things to ponder on:**

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

1. You are flying the Junior in very gusty conditions. Is there any limit on the speed at which the airbrakes may be deployed?
2. What is the generally accepted amount of free play in the glider's control surfaces?
3. The Camden AWS gives temperature 24C and dew point 10C. What approximate cloud base height do you anticipate?

**Answers:**

1. In gusty conditions, air brake operation in the Junior is limited to 83 knots. See the Handling Notes or the cockpit placards for the various aircraft operating speeds
2. The free play at the trailing edge should not exceed 2.5% ( $1/40^{\text{th}}$ ) of the width of the control surface.
3. The approx. height of cloud base will be temp./dew point spread x 400.  
i.e.  $(24 - 10) \times 400 = 5600$  feet.

*Best wishes for a Merry Christmas and a Happy New Year*