

# *The Southern Cross Journal*

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB

PO BOX 132 CAMDEN NSW 2570

Tel. 02 4655 8882

Web site: [www.gliding.com.au](http://www.gliding.com.au)

Editor: Woody Woodthorpe, Tel 02 4751 2796

e-mail; [woody.w@bigpond.net.au](mailto:woody.w@bigpond.net.au)



## *November – December 2004*

### *The President's Thermal:*

Well the AGM has been and gone and the Committee is in place for the next year. I hope that you can support the Committee as we go forward. Believe me the work that people do on behalf of the club is quite large at times and they certainly need your help and support.

I would like to thank the outgoing members of the Committee. Clive Potter is also stepping down as CFI after quite a few years in the role. This job is very demanding and Clive has led us through a number of situations in the past. On behalf of the Club I would like to thank Clive for this sterling effort. We welcome Peter Hewitt to the CFI role. Peter has a long gliding experience and his knowledge will be an asset to the club going forward.

I would like to thank Jason for his long and tireless work in a number of roles and especially as Membership Secretary. Jason has been a stalwart for the club and has many times picked up items that would have otherwise fallen through the cracks. Jason will be working with GFA in their new marketing arm and as such we are positioned to provide good input to the GFA from one of the largest clubs in Australia, your club!

It is summer again. I am really excited about this summer. I am hoping that the dry winter will help promote great soaring days over the period. I encourage as many of you to get out now and get flying as much as possible. We have a lot of members that only fly a few hours per year. The only way to improve is to fly more. I am really interested to hear from members who are having difficulty progressing so the Committee can understand the issues members face. Please email me on [dboulter@ispdr.net.au](mailto:dboulter@ispdr.net.au) with any of your thoughts.

We are running, the first in a long time, full time one week course starting 15th Nov. Bill Nixon and I

have taken leave from our jobs to kick start this off. I am hoping that with the success of this we can organise more during the year to come. I believe we could do three of these courses in the next year. I need to know who is interested in accelerating their progress so we can figure the demand out. We have four students lined up with various programs suited to their needs. It should be fun.

Lastly, we have Narromine Cup Week starting the Nov 22nd and we have Xmas Camp starting 26th Dec for 3 weeks. So get your diaries out and start planning to enjoy some cross country gliding experience. If you feel you are not ready talk to an instructor. The DG1000 was purchased so we can get people to experience the joys of cross country with experienced pilots and so make the learning an enjoyable experience.

*Dave Boulter*  
*President*

*Congratulations:*

To Don Palmer, on being up-graded to Level 2 Instructor.  
Also to Mike Moore on completing his C certificate.

*The AGM*

The evening commenced with the customary barbecue, organised by our Social Secretary Judith Boulter. Then, in the absence of the President who was overseas on business, Michael Bow took the chair. He opened the meeting by welcoming the thirty people who were in attendance, and in particular Dennis and Paul Matthews, and Frank Crowe. Paul Matthews has for many years ‘flown the flag’ for Southern Cross in major competitions and among his achievements he became Standard Class National Champion in 2003.

The minutes of the AGM will be posted to our web-site, but briefly, there were two motions before the meeting, (which were circulated to all members before the meeting):

- The first proposed increasing the Committee’s authority to commit expenditure on behalf of the club. After a fairly lively exchange of views this motion was rejected.
- The second proposed that notification of General Meetings could be made by e-mail, to those who have e-mail access, instead of by ordinary mail. This motion was carried.

The election of the new committee then took place. The majority of the existing incumbents were elected for the coming year. However, as already recorded we have a new CFI and also Matt Segafredo was voted in as Elected Member.

The full composition of the Committee is given below.

<b>2004/2005 Committee</b>				
<b>Position</b>	<b>Name</b>	<b>Home</b>	<b>Fax</b>	<b>Mobile</b>
President	<a href="#">David Boulter</a>	02 4626 8165		0418 474 636
Vice President	<a href="#">Michael Bow</a>	02 9873 6285	02 9873 6406	0412 648 431
Secretary	<a href="#">Martin Feeg</a>	02 9863 3055	02 9863 3055	0423 044 403
Membership Secretary	<a href="#">John Jurotte</a>	02 4722 3887	02 4732 6885	0402 276 069
Chief Flying Instructor	<a href="#">Peter Hewitt</a>	02 9869 0047		0417 215 774
Treasurer	<a href="#">Bryan Hayhow</a>	02 4267 2709	02 4267 2709	0414 672 709

Aircraft Engineer	<a href="#">Ronald Barney</a>	02 9603 1143		0417 299 377
Equipment Officer	<a href="#">William Kirkham</a>	02 4729 2256	02 4729 2327	0413 186 186
Operations Officer	<a href="#">Bill Nixon</a>	02 9674 2771	02 9838 4170	0419 478 557
Publicity Officer	<a href="#">Jay Anderson</a>	02 9810 6279	02 9221 5727	0418 676 696
Tug Master	<a href="#">John Dall</a>	02 4658 1864	02 4658 0208	0418 206 245
Expeditions Officer	<a href="#">Don Palmer</a>	02 4653 1146		0414 666 996
Journal Editor	<a href="#">Woody Woodthorpe</a>	02 4751 2796		
Elected Flying Member 1	<a href="#">Matt Segafredo</a>	02 9144 1040		0418 280 000
Elected Flying Member 2	<a href="#">Philip Endicott</a>	02 4730 4774		0408 022 782
Certificates Officer	<a href="#">Derek Ruddock</a>	02 9487 3752		0414 873 752
Alternate NSWGA Delegate	<a href="#">Jason Armistead</a>	02 4647 5904	02 9827 3606	0418 499 568
Social Secretary	Judith Boulter	02 4626 8165		

I should have noted previously a proposal that was made at the farewell party for Tom Gilbert. This was that in view of his long association with, and service to the club, he should be made a Life Member. This was put to the vote and carried on Presentation Night .

### *The Chief Flying Instructor.*

Although all our Committee members have duties and responsibilities for various aspects of the club operations, it is clear that the Chief Flying Instructor has a very special and at times a particularly onerous role. We have had, in Clive Potter, a capable, conscientious and diplomatic CFI, who has served the club extremely well, but Peter Hewitt will no doubt prove to be equally effective in this position.

The fact that the club operates for five days a week, and a number of members only attend on weekdays, means that we often know Instructors by name only. So, now that Clive is handing over the reins (or joystick) to Peter Hewitt it seems appropriate to include a few words about each of them. I started by having a chat with Clive:

#### *Clive Potter, CFI 2,000-2004*

Clive's first glider flight was on 9th March 1968 in a K7 at Camden, and one of his most memorable early experiences was of spinning the club's Longwing Kookaburra. When the instructor urged him to fly slower, tighter in a thermal he did, and spun! "Recover now!" he was ordered. "How the bloody hell do I recover?" asked Clive, holding the stick firmly against the back stop. With the demonstration completed, his first spin recovery briefing then followed. We tend to do things a little differently today!

His attendance at Camden in the early years tended to be sporadic. Clive was doing a Master's degree part time, and had got married in 1970 with attendant mortgage, and (in due course) children; but he got in some flying time whenever the opportunity presented itself. In 1979 he managed a 5 hours flight and gold height at Forbes, but had to wait until 1981 to get the 50Km to complete his Silver C. In that year he became an AEI and graduated to being a "real instructor" in 1982. In 1997 Clive took up power flying, as an additional challenge and obtained his PPL in 1999.

His first position on the Committee, in 1980, was as Certificates Officer, which he held for about 10 years. After a few years he also became the GFA Certificates Officer, ably assisted in the resulting paper avalanche by his wife, Betty, who also helped to write the monthly 'FAI Corner' column for Australian Gliding. Being a sucker for punishment he also served as GFA Records Officer for a couple of years, before being coerced into being the club's Secretary at the time when we changed from being a Company to an Association. The main purpose of the change was to keep the auditing

fees (~\$14,000 for our last year as a Company!) within reason. He was then roped in to becoming President shortly before the big change when we decided to build our own hangar. He managed to pass the job of President on to Peter Chapman a year or two after the hangar was completed and thought he was now a free man. However Clive was by now an NGS instructor and on the strength of this Frank Crowe talked him into taking over the CFI's position. "And," says Clive, "now that we've managed to con Peter Hewitt (not an easy man to con!), into becoming CFI, I really am a free man again....." Well, perhaps for a week or two until we think of some new job for him.

#### *Our new CFI – Peter Hewitt*

*With a bit of arm-twisting I managed to get Peter, despite his natural modesty, to write a brief outline of his career and achievements:*

"As I have only been flying at Camden since December 2001, that makes me a new boy as far as Southern Cross is concerned, and many of you don't know me yet.

I was born in England in 1944, joined the Royal Navy and spent 19 years as an engineer in submarines. In those days I was into rough water canoeing, leading expeditions to Austria, Germany, France and Norway. One evening I saw a glider going overhead, followed it home, and asked if I could have a go. No internet in those days! My first glider flight was on 8th July 1977, which I realise makes me a bit of a new boy too, compared with many club members. Two years later I did my first cross-country, outlanding 15 km from the strip without finding a single thermal, and feeling immensely pleased with myself. My eventual Silver Distance flight was quite an anticlimax. The first glider I owned was an L-Spatz, with maximum winch speed 48 knots, which made for a lot of cable-break practice. In 1980 I did my instructor course at the Joint Services Gliding Centre, which is at Bicester in the south of England, and went on the Joint Services wave camp to Aboyne in Scotland. Now that is the most incredible place to fly, the strip is narrower than most roads and it is in the middle of the mountains! I was in a Phoebus C that I had just bought into, with a portable oxygen cylinder strapped to the seat under my left arm, and achieved Diamond height.

I emigrated to Western Australia in 1982, and joined Beverley Soaring Society. In 1985 I completed my Diamonds, flying GAN, a Cirrus, that I grew to love. I did a lot of competition flying in those days, but even more I enjoyed the wave flying. BSS goes to the Stirling Mountain Range for a wave camp each winter. It's an incredible place to fly when the wind is right. On one day, all three syndicate members took GAN above Diamond height, and it was there in 1987 that GAN took me to 24,700 feet one day, and 26,500 two days later. All off a 3,000 foot hill.

In 1992 I came to Sydney to my present job, working in support of the Collins class submarines, and flying at Mangrove Mountain, another winch site. For nearly ten years I had a share in a PIK 20D out at Bathurst. Apart from Britain and Australia, I have also flown in France, Italy, Hawaii, and New Zealand.

Lydia and I have just moved to a new house in Beecroft with a swimming pool. Our phone number is 9869 0047. If it's hot, give us a call and come over for a swim."

---

#### *Brief report on the one-week course at Camden*

A one-week course, the first for many years, was run from 15<sup>th</sup> to 19<sup>th</sup> November. There were four participants; Mike Moore, Neal Cocks, Roger Head and Colin Woodfield.

Dave Boulter instructed all week, aided by Don Palmer on the first three days, and Bill Nixon on the last two.

The weather was good until the afternoon on Friday, so everyone had their fair share of flying.

As reported earlier, Mike Moore completed his C certificate and moved on to the Astir, Neal Cocks obtained his back-seat rating, and Roger and Colin progressed closer to solo standard.

---

## *October long week-end at Tocumwal*

*By Woody Woodthorpe*

A small group of our members comprising Richard Shemtob, Bryan Hayhow, Udo Bauermann, Matt Segafredo and myself went to Tocumwal for the long week-end at the beginning of October. The weather was very pleasant, but not great for cross-country flying, however everyone, including wives, enjoyed themselves thoroughly.

Udo had a couple of good flights, one of them just a couple of minutes short of five hours. Richard also had some good flights. He must have covered more than a hundred kilometres in one, because that's how far away he was when he outlanded!

October was a pretty good month for Matt Segafredo. While at Tocumwal he experienced his first outlanding, (well it was actually Bryan Hayhow's outlanding, but Matt was sharing the Duo-Discus with him at the time). On the following day, flying an LS4, he made a Silver distance flight, during which he also obtained the Silver height gain. Then to round the month off he married his fiancée Alison.

Congratulations and best wishes to both of them.



*Matt after his Tocumwal – Jerilderie, out and return flight.*

---

### *A bit of history:*

When visiting an unfamiliar town I always take the opportunity to look at any statues and memorials as they often give an interesting insight into local history and personalities. So while staying in Forbes recently I went to see the war memorial. Casting my eye over the many name inscribed on it I saw one which was immediately familiar: 'R.Middleton VC.' This brought to mind the story of this particular award which I remembered from my days as a boy in England during WW2, and as it involves both Forbes and aviation it doesn't seem out of place to record it in the Journal.

In November 1942 Flight-Sergeant Rawdon Middleton was the captain of a four-engined Stirling bomber involved in a raid on the industrial area of Turin in northern Italy. Over the target his aircraft was hit several times by anti-aircraft fire suffering severe damage, and Middleton himself was

seriously wounded, including losing an eye. He nevertheless nursed the bomber for several hundred miles, back over the Alps, across France and the Channel to the coast of Britain. Realising that he would not be able to land the aircraft safely, and being concerned that any attempt to do so might risk the lives of people on the ground, he ordered his crew to bale out. He then turned out to sea and was lost.

Fortunately, due to his skill and bravery, the crew survived to tell the story.

Incidentally, if you are interested in memorials, there is one in Orange in remembrance of Neville Howse, (later Sir Neville) who was the very first Australian recipient of the Victoria Cross. He was awarded the VC for saving a wounded comrade under fire, in South Africa in 1900. He went on to have a distinguished career in medicine and politics.

---

### *Ray to the rescue:*

Ray was in his office last Tuesday morning when he received a phone call from Dave Boulter requesting help. “Where are you?” asked Ray. Dave replied, rather sheepishly, “In the toilet, I can’t open the door!” Ray with the help of John Nelson soon rescued our President from his predicament. It just goes to show that it doesn’t only elderly ladies travelling in threes that get into trouble. It was lucky that Dave had his mobile with him or the one-week course would have been short of an instructor.

---

### *The Nationals – Darling Down, Qld.*

The Nationals will, of course, be reported at length in *Soaring Australia*, but I had a chat with Bill Kirkham after his return and it was interesting to hear his perspective on attending as a crew member. Club members Paul Matthews, Martin Feeg, Jay Anderson and Dion Weston were competing, as was long time Associate Member Miles Gore-Brown.

John Jurotte went along as crew member for Jay, and Bill gave a helping hand to whoever needed it. Phil Endicott wasn’t competing, but he was there with his Pilatus (or Philatus) which he flew on non-comp. days.

Bill’s main comments were that everyone enjoyed themselves and the experts were more than willing to take time to give him the benefit of their knowledge and experience relating to weather, competition flying techniques etc.

The Darling Downs club was very hospitable and after-flying social activities were also excellent, with the contestants’ wives and girl-friends helping to create a holiday atmosphere.

The competition was run very efficiently, for instance with six tugs operating they were able to launch 56 gliders in just over an hour. All in all, Bill considered it time very well spent.

Jay’s comments were much the same. For a relative newcomer to major competitions he did very well finishing 8<sup>th</sup> in his class. He completed the whole comp without outlanding, and averaged over 100 kph on all but two days. Altogether a great performance.

After a very closely fought competition, Miles Gore-Brown finished as Champion in the Standard class ahead of Paul Matthews, also competing in the Standard class, who was National Champion last year. Martin Feeg did extremely well finishing 3<sup>rd</sup> in the 15metre class.

Congratulations to all concerned.

---

### *Coming events:*

As mentioned by the President there are a couple of major events in which club members will be involved in the coming weeks.

The first is the Narromine Cup (commenced 20<sup>th</sup> November), and the information I have is that Mike Boughen and Dave Boulter will be there with their Mosquito, assisted by John Jurotte.

The DG is being flown by Derek Ruddock, Bryan Hayhow, Bill Pain and Mal Bruce, and Martin Feeg will be competing in his Ventus.

I expect a write-up from one of the participants, for inclusion in the next journal!

Following the Narromine Cup, some of our members will be competing at 'Joeyglide' at Temora. Milan Youngman will be taking the Jantar, and the DG will also be going, though I don't have any information on who will be flying it.

Then, from Boxing Day (26<sup>th</sup> December) our annual camp will be held at Forbes. This will carry on for three weeks. Members may attend for as long as they wish, but they must notify our Expeditions Officer, Don Palmer, as soon as possible. Accommodation may be in short supply, so if you are going to Forbes please make a booking early. If in doubt as to where to go, ask Don.

---

### *The weather:*

We've had an absolutely superb winter during which many very good flights were made at Camden. The spring has, however, been rather changeable and not always very good for gliding. Nevertheless there have been some really good days, and Tuesday 12<sup>th</sup> October was an example. Bill Pain and Neal Cocks flew for over 3 hours in the DG. Ian de Ferranti was airborne for 3¾ hours in his DG, (nothing new there!), Geoff Uther had over 3½ hours in the Astir, and Eddie Pahic made three instructional flights totalling four hours.

---

### *Safety Matters:*

#### *IUJ's new canopy:*

The new canopy for IUJ has been delivered and it's just a matter now of finding a convenient time to take the glider out of service for it to be fitted.

A new canopy is, as we all know, a very expensive and hard to obtain item, so it is probably a good time to remind everyone (including myself) of the need to treat canopies very carefully, and *never* leave them open unless someone is holding it to prevent it slamming shut.

Many, if not most of us, at some time or other have attempted carelessly to shut a canopy with the seat belt hanging over the side of the fuselage. A recent incident report in the UK Sailplane & Gliding mentioned just such a case, except that the canopy cracked when it was shut onto the seat harness buckle.

#### *Keep clear of the downwind leg:*

Without going into too much detail, Jason reported an instance recently when he was on downwind leg and another glider passed him, not very much higher, going the other way. The height at which pilots join downwind, and their distance from the airfield are quite variable, so it is important to keep well away from the downwind leg when you are anywhere near circuit height to avoid possible conflict. Also keep in mind that the tug normally joins on a long base leg, so a good listening watch is vital if you are in the general area where the tug might be joining base.

#### *Care when hanging gliders:*

There have been a couple of cases recently where the tow bar or wing walker have been placed in the hangar in such a position that when the glider was wheeled in and the wing lowered damage to the underside of the wing, or the flap, might have occurred. Fortunately in both cases the danger was noted in time, but it's worth keeping in mind. If you put the glider away, someone else will subsequently be bringing it out, so it is essential that we don't leave tail dollies or wing walkers where they may foul the glider, or be tripped over in the process.

#### *An outlanding at Camden:*

As you probably know, one of our IS 28s made an outlanding recently, about a kilometre short of the airfield. No damage was done and apart from the inconvenience of having to de-rig and trailer the glider home it was no big deal.

The situation, as related by the pilot, was as follows:

“Towards the end of the flight I observed a thermal, identified by a cumulus cloud and a large flock of birds circling beneath it, a couple of kilometres to the south. This was down-wind of the airfield. The met. report received that morning indicated the wind strength as 10 knots from the N from 2000' to 7000' AMSL. Before take off there was a light northerly breeze, which tended to confirm the avfax forecast. This being the first flight of the day, and due to the upper air training we had done, I had not observed that the wind aloft was considerably stronger than forecast and decided it was safe to go for the thermal. When we reached it and started circling, I realised the wind was considerably stronger than expected, and although we were climbing the angle was getting shallower, so a decision was reached to return to the field while there was still a chance to make it. Along the way we hit some sink, which combined with the head wind made it necessary at first to plan for a modified circuit over the sand dunes, and shortly afterwards to prepare for an outlanding, as the angle continued to deteriorate.

An important point for those readers who are still in their early stages of learning how to fly is this. If you get low (at a shallow angle to the airfield) you should fly the glider *directly* towards the aiming point until your angle improves sufficiently to permit a normal or a modified circuit. If the angle does not improve, (ie, if it doesn't get steeper), as you get closer, this is the first indication that you may not make it back to the runway and you should start immediately to look for suitable landing places as you continue to fly towards the airfield. If you are lucky, you may fly through some rising air and get home safely. If not, you will have had time to select a suitable paddock for an outlanding. Then, if the situation becomes marginal, or worse, you won't be tempted to keep going towards the runway, just because you have nowhere else to land safely.

The last point is a very important one for new pilots. Be prepared and not alarmed if you are forced to land in a paddock.

To summarise:

1. Do not go searching for lift downwind when you are low.
2. Even climbing in a thermal, drift may cause your angle to get shallower. Although the altimeter shows a gain of height you may not be able to get back to the airfield”.

-----

There was a similar account in a recent copy of the UK Sailplane & Gliding. The author said that due to a strong head wind he might not make it back to the airfield with enough height to clear the barbed wire fence on the boundary. The alternative was an out-landing, and having to put up with some ribbing from his friends. He wisely chose the latter.

~~~~~

### *Daily Inspection courses:*

The following DI courses will be run in December:

- Saturday 4/12/04 at 9am. Metal gliders.
- Saturday 18/12/04 at 9am Exam for those taking the metal glider course, and on the same day at 11.30 am. Upgrade course for fibre glass and wood/fabric glider endorsement.

Anyone wishing to attend should inform Bill Nixon by phone, 02 9838 4165, or by e-mail.

It should be noted that all solo pilots should have completed the DI course, including fibre glass gliders.

~~~~~

### *Red Balloons:*

We recently gave an Air Experience Flight to someone who presented a Red Balloons ticket. This was a genuine mistake on both sides, because these tickets are issued for Sydney Gliding Club flights. The

result is that we don't get paid, but presumably Sydney GC does. So if someone does turn up at the pie cart with a Red Balloons ticket, refer them politely to the other club.

---

*Small triangles:*

*Woody*

Several experts have suggested that one way to develop cross-country skill is to fly tasks around small triangles where you are never very far from home, and trying to improve your performance on successive attempts.

We have such a triangle, from Camden to the Oaks, back to MacDonalds at Narellan and return to Camden a total distance of 38 kilometres. In an e-mail circulated back in July, Martin Feeg exhorted members to have a go at it. I have spoken to a couple of members who were a bit sniffy about it. A 38 kilometre task??? But I figure that if it's good enough for Martin to have a go it's certainly good enough for me.

In fact I tried it again recently, but as usual I stuffed up and had to quit before I got round. But that is the point. You can quit and try again later if necessary, so if you have a C certificate and are given the OK by the duty instructor, why not try your luck (well, not your luck – your skill!).

The rules of this very low-key comp are in the pie cart, but if anyone has any suggestions for making the task more attractive, please speak up.

---

*Christmas is coming:*

For the past couple of years we have purchased a few Care Bears from Careflight, and donated them to the children's ward at Westmead Hospital. Thus our donations have served a dual purpose, and helped to make some unfortunate kid a bit happier at Christmas.

If you would like to make a donation (the more the better, but the smallest donation will be very welcome), just mark a payment envelope and put it in the tin. Elsie and I will sort it out, and we'll report on the outcome of your generosity in the next Journal.



*One of the staff at Westmead with our CareBears last year.*

*Until next time, best wishes for some good flying.*