

The Southern Cross Journal
NOVEMBER – DECEMBER 2005



NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB

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The President's Thermal:

I believe somebody said: "It was the best of times and it was the worst of times." That's how I describe the not quite one month of being unemployed for the first time in my life. I was made redundant and had plans of doing a whole bunch of things, including finding a new job. The latter came sooner than I expected and as such I start again this week. I apologise to those that hoped I may have achieved more in my sabbatical and I will apologise for the future as my available time will be less than in the past. I look forward to the next holidays I can get sometime towards the end of next year.

There is a ridge site that needs investigating for around August time next year and could be an alternate for the Gloucester expedition. I need to figure out how to get CFI and Expeditions Officer out there to have a look. Especially as that could be my first holiday break time!

Summer Camp is approaching for the period of three weeks from 26th Dec in Forbes. If you can go, contact Don Palmer. I can only strongly encourage going to a Camp as it improves your flying and you get to know fellow club members better. But please be considerate, it takes a lot of logistical expertise to get the camp happening and to keep it running. It only works if you pull together and contribute to the week's running. Most people should consider being there for a minimum of 4 days.

Add one day travel to and one day travel from the site. During that 4 days you should get in the air on three of the days, weather permitting. Please don't expect to drive up one day and fly straight away the next day and then drive home. It is unfair on your fellow pilots. People are needed to retrieve pilots and gliders if they outland. People are needed to perform maintenance tasks on some of the gliders if needed. People are also needed to trailer the gliders to/from Forbes. Have a word to Don and you will be amazed how easy it is to participate and enjoy the overall experience.

I have just been to the State Comps with a number of our other pilots last week. A great time by all and an article should be in the journal elsewhere.

I would like to personally thank all of you for the efforts we have taken in making the AEF initiative successful. I would like to especially thank John Jurotte for doing the bookings and Ray Morton for making sure John does not miss any. John was taking bookings on the Start Grid on last day of the Competition last week, calmly talking in a professional manner. This is a real feat consider the pressure that happens sometimes. But it is the day to day of greeting people and making the experience a pleasure for them and for yourself that I want to acknowledge. It is up to all of us to do this and keep a high standard of customer service set.

Have a great Xmas and Happy New Year, enjoy the best time of year for flying and I hope you achieve what you set as goals for this season.

Dave

Congratulations:

Congratulations to Wayne Cadman on obtaining his A,B and C certificates, and to Glynn Morris and Martin Zoller on completion of their B certificates, also to Will Schmidt who now has his A certificate.

Congratulations also to Chris Goodison on making his first solo.

Thanks to:

Phil Endicott and those who helped him to carry out the annual inspection on the Junior

New Members;

We have had a number of new members in recent months. Some come along for a five or ten flight package, just to enjoy a new experience. Others join with long term membership in mind. Whichever category they fit into, we would like to welcome them to the club and hope that they find their membership rewarding.

Committee News:

At last month's Committee meeting it was decided to give 'scholarship type' privileges to new probationary members, who meet the criteria below, when they sign up for 5 or 10 flight packages.

What this means is that after they have used their 5 or 10 flights, these new members will only pay for the launch costs and not the glider hire. After their probationary period they will then have to apply for a full scholarship.

The criteria are:

- a) the person has not yet had his/her twentieth birthday and
- b) has not yet commenced to earn his/her own livelihood or is not yet earning an adult wage. So if you are talking to any young people (or their parents) who are

interested in learning to fly gliders, please let them know about this offer. We hope that this will encourage more young members to join and stay on with the club.

Making visitors welcome:

Lydia:

I was on a course the other day, and the lecturer used as an example how to run a coffee house. He listed as a key objective: "People walking in off the street must be greeted within thirty seconds". It got me thinking. The same should apply at the airfield. Our income comes mainly from Air Experience Flights, and our future hinges on winning new members. We must make visitors feel welcome if we want them to come back. The duty pilot is usually busy in the pie-cart, the instructors should be in the air. So it's up to all of us. If you see visitors arrive, greet them with a smile and make them welcome.

Like any service industry, our Customer Service Standard should include "People walking in off the street must be greeted within thirty seconds".

Just a thought.

*Thanks Lydia, that's a very valid point. We can all take it upon ourselves to help in this way, and it is always satisfying to know that visitors have felt that their time and money was well spent. We should also, of course, ensure that all of our new members are made to feel part of 'the family'.
Ed.*

Camden News:

Richard Shemtob circulated this e-mail on 9th October, but I thought it was worth including in the Journal.

Where are you? Come out of hibernation ... the soaring weather is truly with us.

Yes, I know it was very windy on Saturday, and we only did 7 flights. But my log book entry reads:

3 hours 20 minutes with John Jurotte, DG1000 (in 20m configuration).

Wind W-SW 15 knots, gusting to 20 on the ground - up to 53 knots at altitude.

Standing wave at Picton with a marked Föhn Gap - continuously leaving it at 7,500'

On the last run, we estimated its width was ~ 30 km; from just south of Mount Hunter to ~ 8 km north of Mittagong. We took it just south of Mount Hunter around 3,500' and kept climbing in a 'straight' line - reaching and maintaining 7,500' to just short of Mittagong, and back

It was there all day, and still pumping at last light - climbs of up to 6 knots

During most of the flight we were in company with Bill Pain in the DG303.

Both John and I classify this as one of our best flights at Camden.

Oh, I almost forgot ... yes, we did land back at Camden. Come to think of it, we were local to Camden all day!

After enjoying very peaceful soaring for a very long time, coming back into the washing machine convective layer was exciting.

Have a look at the flight, it's on the OLC (Online Competition). Circling flight 10% - Straight flight 90% - another first for me.

See you soon on the field. Richard,

The picture used for the Journal heading in this issue was of Bill Pain in DGU, taken by Richard from DGI on this flight.

Richard has come in for a good deal of ribbing on the subject of outlandings, but I hope that he won't mind me relating the following.

On a recent flight Bryan Hayhow realised that he wouldn't make it back to Camden so he made an outlanding at Wilton. As he was climbing out of the glider he was approached by someone, hand outstretched, and with the greeting "You must be Richard!"

Lydia also sent in a report on a recent day's activities:

Saturday 22nd October was a bumper day. We were ready to fly just after 9 a.m, as most people had turned up early and everything was set to go. There was, alas, a delay of about 45 minutes until the tug pilot arrived. Meantime there were some anxious glider pilots waiting out on the airstrip. There was one booked AEF, and Kevin Wilson had six friends turning up for family and friends day, (fortunately three of them dropped out), and we had a 'blow-in' AEF as well.

For the first time in months we had a heap of students and it was like the United Nations, including two young visiting pilots from Lasham in the U.K. One of them, Graham, had found us on the website and was staying in the club house. By the way, he congratulated us on our excellent web site, so take a bow Derek. Andy Palmer, the other Lasham pilot, is here for a longer term and I am sure he will be a regular.

We also had Pedrag Stajcic (Serbian) who joined into the thick of things straight away and said what a great friendly bunch we were, Chris Becek (originally from Poland) was another new member. Vlad Smurupov, who is Russian, turned up with his wife and young son. His wife had a AEF flight a few weeks ago. George Blazsovski, a newish member, was there, and finally another new member, Kevin Skues.

The instructors were, not surprisingly, all kept busy and Richard Solomon who happened to drop by was roped in to help out.

Derek Ruddock turned up early for his tug pilot shift and decided to fly the Astir but after a request from the duty pilots he got the second tug out and kept everything moving. Thank goodness he did. Martin Zoller the official duty pilot took time out leaving me in the "chair" in order to show the new guys how to hook on, and drive the tractor etc. Martin is one of those people who is always keen to help and doesn't have to be asked. The second retrieve vehicle was a great hit, and with all this support we managed 39 flights. In fact if the tug driver had started on time we would have done even more.

A great day, even though the only two seaters were the K13 and ZAY. Geoff Croy had the flight of the day with the DG303. Chris Goodison went solo and Ian Waterson joined us from Warkworth jumping straight in to lend a hand. As I said it was a good day.

Regards

Lydia

And another report from Lydia on weekend activities. Saturday 12th November.

Woody, just a note, I think we put through 15 AEF's last Saturday I don't know whether this was a record or not. The first one flew at 9.30 a.m, it was a great day. The DG was away and we had to manage with just the GIQ and ZAY until lunch time as there was a D.I training course being conducted by Phil Endicott and he was using GTU.

This did put some pressure on the situation. However, everything appeared to go smoothly with Kevin Penney (who had booked AEFs) and his family all turning up to fly, complete with umbrellas, seats, barbie etc, and they all seemed happy.

Lydia.

A note from Bill Nixon re Saturday 19th November

Saturday we had six TIF's booked (all the slots were taken). However, despite the weather being fine, only two pre-booked persons turned up for their flight, plus one unbooked TIF, which we were glad to accept because we had spare capacity, despite only three two seater gliders available on the day because DGI was away at Lake Keepit.

Nevertheless, there were lots of flights on the day (about 36 launches I think), as a good number of members turned up, and some students had four or five flights each.

Browsing through the log sheets:

Although we have only just come into the soaring season proper, there have been some very good flights made over the past few weeks.

On 23rd October John Jurotte was aloft for 2 hours 30 in his syndicate glider FQD, and on the 26th Dave Boulter in FQD and Bill Pain in DGU flew for just short of three hours.

On the 29th Vasant Khilnani and John Stapleford both had flights lasting an hour and a half.

DGU had a good workout on the 29th with Geoff Uther flying for 2hrs 13m and Neil Cocks 1 hr 55m. And on the same day Roger Head did well with over an hour in GIQ, and Bill Pain had 2 hrs 37m in DGI.

Vasant had another good flight on 6th November. He and Richard Shemtob flew DGI for over 2 hours. On the same day Pedrag Stajcic in GIQ and Geoff Croy in DGU had flights of an hour and a quarter.

As reported by Lydia, Saturday 12th November was a very good day. Manfred Laub had a flight of 5hrs 23m and on the same day Mike Moore was up for 2hrs 7m.

Unfortunately, Sunday wasn't as good, but David Ainscough managed a commendable 1hour 10minute, the longest flight of the day.

Monday 14th November was obviously good again. Shaun Dunshea flew for 3hrs 37 m, and Paul McElnea for 3hrs 5m.

By the time you read this the soaring season will be well underway and there will undoubtedly have been many more good flights, and when the next Journal is published there will be the camp and the comps. to report on.

October long week-end at Tocumwal

Ed.

A group of members made the 700 kilometre trek to Tocumwal for the October long week-end. The DG 1000 and the DG 303 were taken, but in addition John Jurotte, Martin Feeg and Paul Matthews took their own gliders. The plan was to do some cross country exercises under Paul's guidance and watchful gaze, however the elements conspired against us. The weather was warm enough and sunny enough to please anyone - except us glider pilots - as there was hardly any thermal activity!. My longest flight was just over an hour and a half in an LS6, and that was a struggle. Vasant Khilnani did about the same in the Junior, and I don't think anyone else did much better. So, although some excellent food was consumed, and a good social time was had by all, the weekend was a bit of a disappointment.

Hana Zejdova, a Czech national, but regular visitor to Tocumwal, arrived for her summer season of flying while we were there. Hana has made four flights of more than 1,000 km and many more long flights. Here she is with Bryan, Martin and Paul.

I've actually flown one of Hana's gliders, but there must have been something wrong with it that day as I hardly managed any distance at all!

While at Toke we wandered over to the hangar where several Italian built Caproni Califs are being fitted with jet engines. This project has been in progress for a considerable time, but I understand that they have finally got everything pretty well sorted out. The engine has electronic sequencing for start-up, so that all the pilot has to do is press one button. Like the Stemme, the jet powered Calif has the advantage over gliders with 'pop-ups' that in the unlikely event that the engine doesn't start, the glide performance hasn't been compromised.

Now wouldn't owning a jet powered glider be something?

One of the Caproni Califs. This is an all-metal aircraft with side by side seating



Bryan, Hana, Paul and Martin.

Incidentally, I took the scenic route to Tocumwal via Bathurst, Cowra and Griffith, and on the way made a side trip to Canowindra to visit the fossil museum. There are some quite extraordinary fossils there, first discovered by a bull-dozer driver engaged on some road works back in the 1950's. Some of the species found are absolutely unique and are about 360 million years old – that's twice as old as the earliest dinosaurs. Worth a visit if you have the time.

It was a bugger of a day – NSW State Comps 2005 in perspective
Dave Boulter

The State Comps at Lake Keepit this year ran from November 12-19. Southern Cross was represented in force, with Derek Ruddock piloting the DG1000 together with Damian Ogden, Neil Cocks, Jason Armistead and Bryan Hayhow, Bill Pain flying the DG303 in his first gliding comp, Jay Anderson in his LS6, Paul Matthews in his LS8, Sir Jim Bannatyne in his Astir (along with personal valet Jim Kent), Richard Pincus in his Hornet, John Jurotte and myself sharing the mighty Mosquito and Miles Gore Brown in his LS8. Lastly Martin made a dash to be there and competed on the last day, delayed by a tree and a matter of retraining in reversing the VW. Neil Cocks flew up in the Stemme and Dave got to try out his new Tonka Toy in a few paddocks on retrieve of Glen Mclean.

The results are available at:

<http://www.users.bigpond.com/keepitsoaring/nsw2005/results05.html>

The overall results were:

Paul Matthews – 2nd in Standard Class
Richard Pincus – 6th in Standard Class
Jay Anderson – 7th in 15 Metre Class
Miles Gore Brown 1st in 18m class and 18m Champion – Congratulations Miles
Derek Ruddock – 9th in 18 Metre Class
Martin Feeg – 11th in 18 Metre Class (only one day competing)
Bill Pain – 10th in Club Class
Jim Bannatyne – 12th in Club Class
John Jurotte – 17th in Club Class
Dave Boulter – 19th in Club Class

I won't bore you with a day-to-day account but will ramble on about some of the interesting side events.

A necessary addition to attire this week was the fly net, worn either over your hat or on your head with hat on top. Interesting observation is that the *buggers* just keep coming at you trying to get in the net, but once inside they scramble like mad trying to get out. There was not an orifice on the body that these guys did not try. I heard one lady on the airfield telling her teenage daughter to: "Stop eating the flies!" after one of the frequent coughing fits following ingestion. The flies were the underlying current of what became "A *bugger* of a week!"

The area around Lake Keepit is extremely pretty to fly in. I had not seen lush crops like this for many years. Good for the farmers, but a *bugger* in working out landing options. It was very hard to determine from the air how high the crops were, but as the week progressed harvesting was ramping up and more options became available. Another interesting sight was water. Not used to that. The airfield is alongside Lake Keepit reservoir which was almost 48% full, according to the locals. Water helped create another *bugger* for the week, Boggabri. This place is a glider magnet; add some water and it lives up to its name. Every pilot made all attempts to fly past that area. The Piliga scrub to the west and scenic mountains to the east was always a good route. Rain has been good for the farmers but it definitely contributed to a later season start for soaring and helped in creating a *bugger* of a week.

It was a *bugger* of a week for Bill Pain. This was Bill's first comp and he was happy to get some good flying in. His first days were more of a jaunt around the countryside following the general direction of the task. His track files were fun to look at. By the end of the week, the *bugger* for Bill was that he has got the bug and discovered the fastest way between two points is a straight line. It's a *bugger* because now he has to figure out how to get more time to get away to comps in the future.

We lost one day due to marginal conditions. The day before had been very difficult, especially for Club Class with no water on board we could hardly penetrate. I landed early after going nowhere but my start points. I was completely *buggered*. I was disappointed till another few Club Class fellows landed soon after. We had all battled for ages to get to a start point losing height, only to thermal back to where we started 15kms ago.

The next day we went to Tamworth to see what was happening in the Big Smoke. Of course every other pilot did the same and there were little side meetings of pilots around town. The favourite purchase of the day was CDMA phones, of course this was just one day before the new Telstra chief announces dropping the network for the bush – *bugger!* Southern Cross pilots, as well as many others, helped the Tamworth economy greatly. Derek won the day with the most expensive purchase - \$20 more for a colour screen. Nokia was the other day winner.

Bindies and burs are also a *bugger*. This was not exactly the word used often by pilots taking off their ground handling gear. These bindies were real hanger ons. They would stick and then as you pulled it

off one finger it would stick in the other one. Tying shoelaces became an extreme sport. The price of sock protectors in Gunnedah was as volatile as diesel prices in Sydney.

Jason had a *bugger* of a day flying. The DG1000 was definitely overweight with the digital cameras, video cameras and various other electronic devices thrown in the back with him. Rumour is that Derek' constant left hand thermalling may have been the cause. I subscribe to the theory of excess electromagnetic radiation. We are still awaiting the pictures from Jason who is sorting the good ones out of many shots of the inside of an airsick bag.

Speaking of Derek, he was having a *bugger* of a time on the last night dinner stringing his words together. He demonstrated the constitution of an ox by rising at 5 am, all bright eyed and bushy tailed, despite consuming copious quantities of red wine the night before.

Jim Kent is a very hard working *bugger*. The hardest working crew person known in recent times ably served His Honour Sir Jim Bannatyne for the competition. Nothing seems to upset Jim. Good old WVN was in need of a new vario, which was purchased with, immaculate just in time logistics planning (not!) by the Astir syndicate. The Jim(s) worked on this to enable Sir Jim to achieve a 4th place for Day 4. Jim Kent had Jay's trailer ready and attached to Jay's car both times (yes twice) I went to retrieve Jay.

Jay almost *buggered* up a choice of paddocks in one outlanding. There is one strip on the Keepit map that is marked in Red. Luckily for Jay he did not see the airstrip as he landed in the next paddock, which turned out to be well secured anyway. John Jurotte's obvious training as an apprentice locksmith (I believe or was that electrician), served the team well and I was there to record the moment from a journalistic perspective if the gunshots we expected any minute hit their targets.

John outlanded only one day this trip. Jim Kent had already put me on task to pick up Jay when my trusty CDMA phone (Nokia 2112 without colour screen) went off with John at the other end. I hoped that he could get through to Jim Kent to talk, as I was busy listening to the cricket and enjoying the marvels of electronics in the Audi A8. Luckily John was getting an aerotow from Narrabri Airport. The tugmaster, Nick, was on the phone asking how many were at Narrabri to be launched. John said: "three, no wait there is another on final, no wait another on downwind". In total I think 6 gliders were there including Paul Matthews.

It was the task planner's revenge for the week with 26 of the field of 56 glider outlanding. There was 10 aerotow retrieves that day. It would have been more if there were more tugs and more light left. Jay and I were coming back from just near Baan Baa with a glider trailer passing in the opposite direction every 10 minutes for a long time. Baan Baa is north of Boggabri, say no more!

I had a *bugger* of a Day on Day 1. I was on my way from near Narrabri to Split Rock Dam. This should have been a picturesque flight over some mountains except for one thing, the word "over". As I did not get high enough to go over I had to fly down the range till I found a gap in the mountains to go around to the other side. Having reached there of course there was a lovely thermal waiting almost abeam of where I would have ended up.

Despite the problems, all in all, it was a good week. The competition was very friendly, all our members got on well and we all achieved what we set out to do. I can highly recommend going to a competition either as a crewmember or sitting in the DG1000 or even competing as your flying progresses. As always in this sport, you continually learn each day.

A bit of unwanted excitement:

Ed.

Tuesday 15th November started as a calm sunny day but the weather forecast said that there would be a front coming through after mid-day, and that afternoon showers were to be expected.

No one managed to stay up before noon, but just afterwards I took an AEF, and found a weak thermal which took me to 4,000 feet. Then quite suddenly the conditions changed and the previously smooth air became extremely turbulent, and it got worse by the minute. Not ideal conditions for someone on their first flight so I decided that a hasty descent using the airbrakes was the way to go. Meantime, Paul Milsted had taken off in WVJ and on reaching about 2,000 feet he found that one moment he was looking up at the tug and the next he was looking down at it. Time to pull the yellow knob! The tug landed on zero six, but Paul very wisely checked the wind sock and found that the wind was swinging round to the south and favouring one zero, so he elected to land on that runway and I followed him, with the wind now very gusty and had come around to about 45 degrees from the right. If there were any signs of the change arriving I missed them, and so did the tuggie. I was reminded of the old saying that it's better to be down here wishing you were up there, than being up there wishing you were down here.

Update on the Jantar and IUJ,

Repairs are progressing on the Jantar and we anticipate it being back on line shortly. We will let you know more clearly once we have a firm date from Camden Sailplanes.

Parts have now been secured for IUJ (after great delay from the factory in Romania) and work will be starting soon on it's rebuild.

Bryan

And new cushions for ZAY

The old cushions were getting rather shabby. Not very comfortable, and spoiling the look of the cockpit. New ones are being made and should be installed very soon.

Safety matters:

Astir WVJ – Elevator friction in flight.

During a flight in the Astir on 21st August, Bryan Hayhow experienced a problem with the elevator control. A précis of his report is as follows:

The DI was carried out thoroughly by Bryan assisted by John Jurotte and no problems were found. Similarly, when the ABCD check was made before flight the controls moved full and free, without any hint of difficulty.

The surface wind was 240 at 12 knots so runway 24 was in use. The launch proceeded as normal, although it was necessary to use significant control inputs, due to the turbulence being experienced. However, during the climb Bryan heard a sharp crack. He thought at first that perhaps the fibre-glass seat pan had fractured, but he wasn't able to check it, but at about this point he sensed a 'strangeness' in the controls, though it was difficult to pin-point the cause, and he was experiencing some difficulty maintaining station behind the tug.

At this stage, Bryan had more a vague sense of unease, rather than concern that it was a full-blown problem. The conditions on tow were rather challenging, requiring concentration and leaving little time for further analysis of any issue, which may have been occurring or developing. He wisely chose to continue the tow to an altitude sufficient to allow him to check the aircraft as fully as he could. In the back of his mind was also the thought that should he need at any stage to bail out additional height would be a bonus. Although not mentioned in the report, Bryan no doubt gave some thought to the procedure he would follow should he have to exit the aircraft.

On releasing from tow he realised that there was a very definite problem. Roll control presented no difficulty, but there was a definite stiffness when moving the stick fore and aft, and it would stay wherever it was placed. Free from the tug noise a faint grinding noise could be heard from the rear of the aircraft. There was also stiffness in the trim control.

Bryan's analysis of the situation was that whatever had occurred, was post takeoff and while affecting the elevator control, it did not appear to be limiting its travel. Moreover, he had also been able to fly the aircraft successfully for some minutes after the cracking noise first heard (which may have been unrelated). He was however, conscious that any further movement of the control column might cause a sudden jamming or disconnection of the system. He ruled out bailing out at this point and chose to attempt to fly the aircraft home (although keeping in mind that if control was lost at any point, he would have to make an immediate exit).

Bryan chose a strategy of minimising any control column input, and he decided to descend immediately and return to the airfield. At this point he was at 4500ft, approximately 10km West of Camden. A straight in approach to runway 06 was out of the question due to the wind strength, so he decided to commence a long straight descent onto downwind leg from his present position. The trim was left where it was for the takeoff (not wanting to do anything which might affect elevator control). Airbrakes were opened and the undercarriage lowered as part of an early FUST check, as Bryan wanted to be able to concentrate upon the circuit and approach without any distraction. He informed the tower at this point that he had a problem and was returning immediately. The straight ahead descent went smoothly (the airbrakes used to control height and angle from the moment it began) and he reported entering downwind at 2000ft approximately 2-3km southwest of the airfield. Gentle turns onto base leg and final were uneventful, and the elevator only used in any meaningful sense, for the round out.

After stopping, Bryan checked the fore and aft control movement, to find that in the rear half of the travel, it seemed to be a little freer. When the aircraft was parked, Paul Matthews checked the movement and concurred that there was problem. As he did so, perhaps moving the column a couple of times through its full range, a significant graunching noise occurred in the elevator area of the tailplane. The control column then seemed to free itself. The glider was taken off line and the problem reported to Camden Sailplanes. They went over the aircraft very thoroughly, checking all aspects of the elevator control circuit. The elevator was removed from the tail plane to check the roll pins that form part of the hinge attachment. Nothing untoward was found in the control circuit connections, any of the guides or the surrounding areas. The elevator itself and its hinges were perfectly normal.

They did, however, find a number of small seed pods (3-4mm in size & very hard) in the fuselage. These had been noticed during the recent Form 2 inspection. These had apparently been deposited by mice. The aircraft had been vacuumed carefully, but either some had been missed or, more likely, some more had been brought in subsequently. The only scenario then seemed to be that one of these had somehow, with the turbulence, fouled one of the control guides that the elevator push rods travel through in the fuselage.

Bryan had been concerned that one more movement of the joystick might have a severe effect on his ability to control the aircraft. Whereas it seemed that it was only one movement away from freeing itself, albeit requiring a much more positive movement than he was prepared to make in the cockpit at the time. The stiffness of the trim was an unrelated problem that had resulted from an attempt to tighten it up to stop the joystick driving it in flight. This was rectified as part of the inspection. Unfamiliarity with the trim circuit had led Bryan to think that it might be connected to the in flight friction. This was not the case.

Given Camden Sail Planes approval, our CFI test flew the aircraft and satisfied him self that it was normal, before returning it to the flight line. It has performed normally since. We have also laid rodent baits in the hangar to try to discourage them from using our aircraft as nests.

CFI's comments were that Bryan was to be congratulated. He had acted cautiously and sensibly given the situation he was presented with. Realising that there was a problem he flew the aircraft carefully on tow, but was prepared to release at any time if necessary. He continued the climb in order to gain sufficient height to be able to test the glider's controllability, while at the same time providing himself with a safety margin should it be necessary to abandon ship.

The tower was informed of the problem, and was no doubt ready to take whatever action might be appropriate. In the end, happily, a safe landing was made.

Wing walkers:

Installing a wing walker on most gliders is a simple one-person task. However, the IS 28 really requires two people, one to hold the wing and the other to install and secure the wing walker. You quite often see the job being done by one person, and there are scars on the wings to show that this really isn't a good idea. So if you see someone about to do the job solo please lend a hand.

Controls fouled:

The UK 'Sailplane and Gliding' carried a report of an accident resulting from a passenger in a K13 dropping his camera which fouled the joystick. To be safe, cameras carried by passengers should always be secured by a neck or wrist strap.

An AEF recently arrived wearing thongs. He was asked to remove them while flying to avoid the risk of fouling the rudder pedals if one slipped off.

Radio Procedures:

The new procedures for non-towered aerodromes, details of which have been circulated to all members, came into force on 24th November, and there are a couple of points which we need to keep in mind. Camden is no longer an MBZ. This designation no longer exists. It is now a CTAF(R), ie, a CTAF in which radio usage is mandatory.

Our radio calls will be different from those used to date. We are still required to make a 'Downwind' call, and a typical call will be:

"Camden traffic, Glider Hotel Delta Papa turning downwind for Glider zero six, Camden." If a situation arises we have to join on base leg the call would be "Camden traffic, Glider Hotel Delta Papa turning base (or entering base) for Glider two four, Camden." Similarly, if we had to make a straight-in approach our call would be modified accordingly. Other calls should be made, as before, whenever necessary in the interests of safety.

Warbirds over Wanaka

International Airshow 2006

We have received information from Australian Pacific Touring about this major airshow to be held in New Zealand in April 2006. Previous airshows at Wanaka have featured some very rare WW2 aircraft and received enthusiastic reviews. So if this sort of airshow appeals to you it should be worth a visit. There's an information sheet about it on the club house notice board.

APT's telephone number is (03) 9277 8455, and e-mail Craig.james@aptouring.com.au.



Did you remember to check the ballast weights in the fin?

Aircraft Captains

Aircraft Captains are club members, listed below, who have agreed to take on the role of 'looking after' individual gliders. If you have any questions regarding the operation of a particular glider, please contact the relevant person.

In the event of an aircraft being damaged, or needing to be grounded because of a defect, please ensure that, in addition to the Duty Instructor, the Aircraft Captain is notified. Similarly, if you think that there is a problem developing which should be checked out, please let the Captain know. If, however, he cannot be contacted, the Aircraft Maintenance Officer should be informed.

One of the duties of the Aircraft Captain is to ensure that the glider in his care is wax polished at regular intervals. Your assistance in helping with this very occasional task will be very much appreciated, and in this connection, thanks to Jim Kent who recently polished the Astir.

Aircraft Maintenance. Officer Bill Kirkham Tel. 4729 2256 Mobile 0413 186 186

<u>AIRCRAFT</u>	<u>CAPTAIN</u>	<u>HOME TEL.</u>	<u>FAX</u>	<u>MOBILE</u>
DG 1000 - DGI	Martin Feeg	9863 3055	9863 3055	
DG 303 -DGU	Kevin Wilson	9419 6580		
IS 28 - ZAY	Richard Solomon	4683 1426	4683 1426	0408 234 497
IS 28 - IUJ	Jason Armistead	4647 5904		0418 499 568
K 13 - GIQ	Richard Shemtob	9954 0244		0400 114 509
K 13 - GTU				
Jantar - IZU	John Jurotte	4722 3887	4732 6885	0402 276 069
Astir - WVJ	Dominique Estival	9628 0870		
Junior - HDP				

There is at present no Captain for our 'new' K13 – GTU, and due to a reshuffling of responsibilities the Junior is now without a Captain. If you have a DI ticket and would like to volunteer for either of these positions, please contact Bill Kirkham.

And finally-
Best wishes to all our members for a Merry Christmas, a Happy
New Year, and some great flying during the soaring season.