



September – October 2004

The President's Thermal.

Welcome to "Preparation to Soaring Season". If you have not been flying a lot lately, please come down and improve your currency. Annual Checks should have been completed by now, if you have not completed yours please come and do so. We are in the process of organising our first one week course for a long time. Bill Nixon and myself are taking holidays from our jobs and we are looking at 4 students for the week. This is a test case and if all goes well we hope to schedule something like this three times per year.

The AGM is on Oct 23rd. Please come along to vote for your Committee for next year. If you are interested in helping out your club please contact me, if you have not already.

The DG303 purchase is coming along well and as soon as we have a firm date for its delivery we will let members know. We have had very good reports of this aircraft and I'm sure that we are all looking forward to seeing it on line at Camden.

The K13 is under repair and may be back on line around late November.

We have now produced a new brochure for the club. We are also working on a publicity plan now to improve our presence in the recreational market place.

If you have any comments about the club or suggestions on how we can improve please email me on: dboulter@ispdr.net.au

Thanks.

New Members.

Welcome to the following new members:

David Ball	Michael Dugan	Derek Dugan	Kevinn Paull
Craig Leech	Jamie Fawcett	Bruce Kelley	William Daniel
Paul Evendon	Robert Rich	Milan Youngman	Jonathon Thaine

And welcome back to Martin Zoller, who was a member some years ago.

We hope that you all enjoy flying with Southern Cross.

GFA forms for Air Experience Flights.

Jason reminded the instructors recently that the GFA copy of the form should be included in the payment/ticket envelope. Perhaps it is timely to remind all members of this requirement

As we are approaching the AGM it also seems appropriate to remind everyone of the composition of the existing committee.

The Committee - 2003/2004

The membership of the committee is shown in the web site, so it will not be included in every future copy of the Journal.

PRESIDENT	Dave BOULTER	4626 8165
VICE PRESIDENT	Mike BOW	9873 6285
SECRETARY	Martin FEEG	9863 3055
TREASURER	Bryan HAYHOW	4267 2709
CFI	Clive POTTER	9634 6186
AIRCRAFT MAINTENANCE OFFICER	Ron BARNEY	9603 1143
GROUND EQUIPMENT OFFICER	John JUROTTE	4722 3887
TUG MASTER	John DALL	4658 0208
MEMBERSHIP SECRETARY	Jason ARMISTEAD	4647 5904
OPERATIONS OFFICER	Bill NIXON	9674 2771
EXPEDITIONS OFFICER	Don PALMER	4653 1146
JOURNAL EDITOR	Woody WOODTHORPE	4751 2796
ELECTED FLYING MEMBER 1	Bill KIRKHAM	4729 2256
ELECTED FLYING MEMBER 2	Phil ENDICOTT	4730 4774
PUBLICITY OFFICER	Jay ANDERSON	9810 6279
SOCIAL SECRETARY	Cecile RICKARD	9636 4120
ALTERNATE NSWGA DELEGATE	Mike BOW	9873 6285
CERTIFICATES OFFICER	Derek RUDDOCK	9487 3752

TROPHY WINNERS - 2003/2004

Presentation Night was held at the club on 31st July and was well attended. The trophies were awarded to the following members:

LONGEST FLIGHT FROM CAMDEN (Annual trophy) Ian de Ferranti
Camden-Bathurst-Oberon-Camden, a distance of 500 km

LONGEST FLIGHT OF THE YEAR (650 km) Martin Feeg

PERPETUAL TROPHIES

Johnson Memorial Instructors Award
Instructor, tuggie, Expeditions Officer and all round enthusiast Don Palmer

Wally Mauer Trophy for Most Improved Pilot Bill Kirkham

Bob Smith Trophy for Encouragement Geoff. Croy
Geoff started flying in NZ , and has achieved a great deal with us. He is also one of the Club members who can be relied upon to assist whenever and wherever needed.

Norma Johnson trophy for Quiet achievers John Nelson
John is a week-day member. He did not find flying training easy but has persisted to be come a competent solo pilot and one of the most helpful and supportive of Club members.

Carter Fellowship Award for Outstanding Service Elsie Pahic
From time many years Elsie has served the Club and performed the task of sorting out our often badly kept flight log, as well as keeping our finances on track.

Bert & Norma Johnson Trophy
For Quiet helpers Jim Kent
If something needs to be done and Jim is around it happens. The list of things done is too big to enumerate.

Presidents Trophy Jason Armistead
Our 1st web master, long time membership officer, AEI, and a dedicated club member.

Gerald (Dickie) Bird Trophy John Stanford
For The Outstanding Student pilot.
John has progressed very steadily and well during the year.

Dennis Matthews trophy for the Most Improved Competition Pilot Jay Anderson
Jay, a well-liked member of the club, is committed to becoming a competition pilot and to this end has taken part in a number of competitions in the past year.

The trophies were well deserved by all of those who received them.



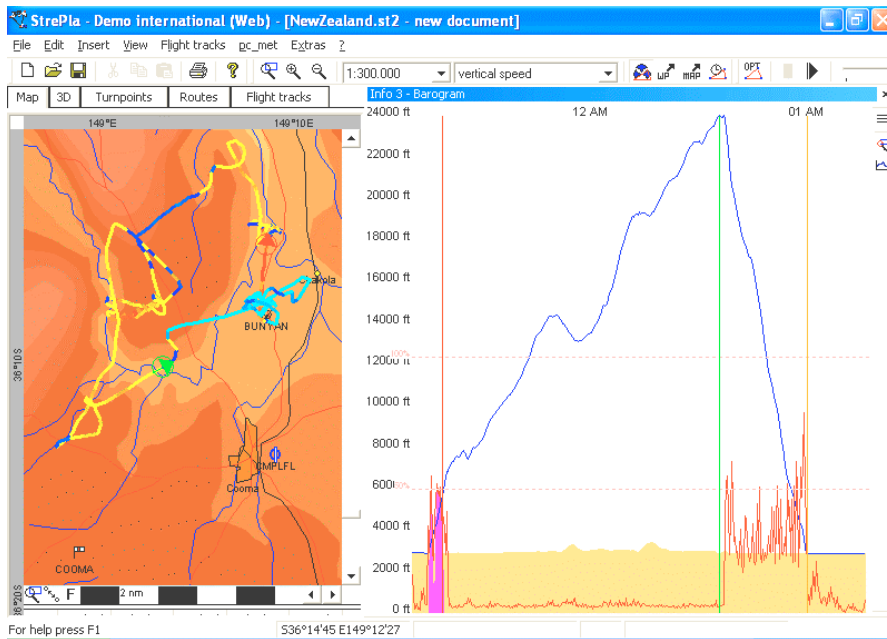
Congratulations:

To Martin Feeg on receiving confirmation of his Gold C and FAI 600 km diploma.

Also to Peter Moffit on obtaining a Passenger Rating.

And congratulations to Mal Bruce on achieving Diamond Height at the wave camp. He actually climbed to 23, 500 feet, giving a height gain of over 16,600 feet. This is Mal's third diamond. He completed his 300 km flight from Forbes in December 1987 and his 500 km, also from Forbes, in 1988. However his recent flight at the wave camp shows that despite a lengthy enforced layoff Mal certainly hadn't lost any of his skill.

The data logger trace of Mal's flight is shown below:



Mal's data logger trace showing a very impressive rate of climb, and descent.

Have you done anything interesting lately?

If you've made your first solo, or your first hour, obtained a badge, flown elsewhere or whatever, why not let us all share your experience? Just send me the information and I'll put it in the next Journal. Woody

Family and Friends weekend.

You may have noticed that in the last Journal the Calender of Events listed 23/24 October as Family & Friends weekend. What was that all about, and does it still apply? Well, it was our President's idea to remind members that they are welcome to bring family and friends to have a flight at club rates. The member doesn't have to fly the visitor himself, so those who are not passenger rated are not in any way restricted from bringing their guests. Dave suggested this particular weekend as being at a time of year when it might be nice to have a picnic with your friends on the field, but no special events are being organised and it should be stressed that family and friends are just as welcome on any other flying day.

Radio course.

Proper use of the radio is an essential part of our training, and a radio competency endorsement is a legal requirement for solo pilots. Apart from this, keeping a listening watch and the correct usage of the radio is important from a safety standpoint. With this in mind, Jay Anderson conducted a radio course in the club house on Saturday 11th September. A dozen of our members took part and received their endorsements.

Virga? What's that?

No it isn't something to improve your love life! But if you want to find out more about it, and about other weather phenomena, contact Phil Endicott as he's planning to start a course on basic meteorology. Phil's phone number is 02 4730 4774.

Bulk Flying and Launch rates.

Those with e-mail will have noted that the bulk flying rate has been increased to \$650, and the 3,000 foot launch cost has been upped to \$45. These changes were made after much deliberation by the Committee and are due to unavoidable rising costs. (If only flying cost half as much we could all do twice as much of it. Wouldn't that be great!)

The bulk rate is equivalent to 15½ hours flying, so it is still a pretty good deal for those who are able to fly regularly. It should perhaps be pointed out that if a mutual flight is carried out with only one of the pilots on bulk rate, the other pilot should pay for his share of the flying time at normal rates.

The sun does shine in the UK – sometimes.

Contrary to popular belief, they do see the sun in Britain, though not as frequently as the locals would like. However, summer the days at Britain's latitude are long, so that if the weather is fine they can get in some good gliding time.

I note from a recent copy of the BGA magazine that the weekend 22nd-23rd May was exceptional. On the Saturday, in various clubs around the country, 39 pilots completed tasks of over 500 km and of these seven were more than 750 km. But apart from these, a further 48 completed tasks of 300 km or more. Of course not everyone was successful, for instance one pilot declared 1,000 km but only managed 981. Another who didn't complete his declared task was Mike Mills-Smith. He has muscular dystrophy and has to fly with a safety pilot. He declared a 752 km task, but had to hand over to his companion after 590 km. They actually covered 730 km before they were forced to land. I don't know whether the Sunday wasn't as good, or whether it was just that so many pilots had flown cross-country on the day before, but even so 15 completed tasks of over 500 km and 52 managed between 300 and 500 km.

June 25th was also a good day, especially for Russel Cheetham whose flight of 1,020 km was a new UK record. This was only the second time that 1,000 km had been made in the UK, which is quite an achievement bearing in mind the airspace restrictions, built up areas etc. On the same day another pilot completed a declared 800 km task, and two pilots flying a two-seater broke the UK goal flight record. This was from Aboyne in Scotland to Lasham in the south of England. Oddly enough, this record had stood since 1959 when Nick Goodhart flew the 579 km from Portmoak in Scotland to Lasham in a Skylark 3. The Skylark had a 36:1 glide ratio at 40 knots. Not much different from the Junior!

Unfortunately the English weather reverted to form shortly after this. Richard Solomon who has just returned from the UK visited three clubs, but at each one it was a case of rain stopped play and he didn't get a flight. Hard luck Richard.

Good flying weather here.

While we'd all like to see some more rain falling, the dry warm weather has given us some very good flying opportunities over the past few months. Just browsing through the log sheets I've noticed that there have been numerous flights of three or four hours, and several members have flown as far as Mittagong. Richard Shemtob and Bryan Hayhow have ventured as far as Marulan. John Jurotte and Bill Kirkham went in the opposite direction recently, flying to and from Panthers at Penrith.

A Bathurst member?

Last week I followed a car with the number plate WOW 505. I presume that the owner was a member of the Bathurst club!

Safety matters:

IS 28's on the nose.

When IUJ had its annual recently quite extensive repair was needed under the nose. At some stage it had been in contact with the ground. There was similar damage to be repaired when ZAY had its last annual.

Apart from expense involved, this kind of damage, just below the front cockpit, has the potential for causing damage to the control system.

The brakes on the 28s aren't powerful enough to stand the glider on its nose, so the most likely cause is that in take-off the nose has been lowered too far. If in doubt about the correct attitude during the ground run on the 28, or any other glider, climb aboard, close the canopy and have the tail lifted to the horizontal position, to refresh your memory. In fact you should always do this when about to fly a new type of glider.

While on this subject, the Junior, the Jantar and the DG have all been put onto their respective noses in the past, but in these cases it has been due to braking hard on landing. In the case of the DG, the wheel brake is very effective, so (as pointed out in the Briefing Notes), if when braking you find the tail lifting, ease off immediately. Perhaps it is also worthwhile reminding new DG pilots that the red line painted on the inside of the canopy indicates where the wheel brake activation commences. If the air-brake lever is pulled past this point before touch-down the glider will land with the wheel brake on.

Going back to the IS 28s, you probably know that the towing fitment on the tail of IUJ had to be replaced recently, and a similar replacement was needed for ZAY last year. We have a great towing arrangement, but it is placed under considerable stress if jerky starts and stops are made when towing. Unfortunately our tractor is inclined to be very jerky unless considerable care is taken when using the clutch. Operating it smoothly is not easy, but please do your best.

While on the subject of towing, if you driving the tractor please keep an eye on the person walking the wing. The tractor is noisy, and there have been instances where the driver has been unable to hear calls for him to stop.

Cross-country flights from Camden.

At a recent Instructors' Panel meeting concern was expressed that about pilots flying cross-country with the possibility of an out-landing, without having made any arrangements for a retrieve. It was agreed that anyone going cross-country should be qualified and current for out-landings, and the Duty Instructor should be notified of the pilot's intention.

In this context, cross-country means out of gliding range of the airfield.

It is, of course, in the pilot's own interest to ensure that if he does make an outlanding he will be retrieved without undue hassle.

Lookout and Radio listening watch

Our primary safeguard against collision at all times is to keep our eyes open and carry out a proper scan. This should include when we are on tow, as the glider has a much better field of view than the tug. However it is also very important to maintain a good listening watch. There have been reports elsewhere of potential conflict between gliders and tugs with gliders on tow, and indeed in past years there have been collisions, fortunately rare, between tug/glider combinations and other gliders. If when flying we are keeping a good listening watch we should be aware when a tug is taking off, and if we are near the field we should if possible keep an eye on its progress. We don't always know where a tug is going to take a glider before release, but we do have a rough idea of its operating area,

so even if at any time we lose sight of it we should be keeping an especially good lookout if the tug is likely to be anywhere nearby.

Friday flying.

Don circulated the following e-mail on 9th September, but I thought that it might be useful to include it as a reminder.

“The soaring season is waiting with many of thermals to be had, so we are ready after the winter break to resume our Friday cross country training days. Same rules as last time we are aiming for cross country soaring, so there should be no calling you back once allocated your glider.
If you think you can nick the odd Friday off, please return email me so I can include you on our planning list .
Regulars or the not so fortunate that can only get the odd Friday off need to reply. This way we can talk through the week & be well set for the day.
Once again I will set up an e-mail group for just these pilots so we can talk amongst ourselves & become well prepared.”

Regards Don Palmer



A good landing requires a well executed circuit and approach.

Of course, some landings turn out better than others. (French built Dewoitine glider at Itford UK 1922. This was the first major gliding event in the UK)



Its quite some time since there was a short-wing Kookaburra at Camden.

THE THREE “T’s” of TRUST.

The care of our gliders

by Ron Barney, AMO

In my working week I teach youth abseiling and climbing and with this I teach the three “T’s” of trust. So what has this got to do with gliding and the care of gliders? Well, translated into gliding it goes something like this.

First T. ABOVE ALL, TRUST YOURSELF and EQUIPMENT. You are the person in the front line.

1 Responsibilities.

Know your responsibilities, do things at the best of your capabilities and level of understanding. If unsure **ASK** ! Even if you think that your question may be stupid, **LEARN**. Your life, and someone else’s may be at stake.

2 DI’s.

If you are cleared for DI-ing, know what you’re doing and again if unsure seek help from someone with more experience. You are clearing the glider for the day for yourself and others to fly. DI-ing is the same for most gliders, but, learn the differences between gliders, don’t DI a glider for the first time without learning what to look for.

3 Launching.

When you are the wing man, launching a glider, swivel your head checking the circuit for gliders, tugs and any other aircraft, even up to the ‘all out’ signal. Check in front of the launch to make sure the strip is clear. **YOU** are the one with the best vision of the combination, others are relying on you.

4 Pre-flight.

Know and do your ABCD’s and CHAOTIC checks.

5 Flying.

Trust your skills, the glider and the tug, but be ready for the unexpected. Check the glider before each flight. Be aware of your airmanship (aviate, navigate, communicate) and requirements, (location, heights, frequencies and above all lookout). Again, others are trusting you.

6 Towing.

When using the tractor or car for towing a glider around, take care when approaching a glider and tow at proper speeds. Swivel your head as in launching and look around you, don’t be afraid to take a hand held radio to listen for circuit traffic.

6 Flight logs.

It is a legal CASA / GFA requirement that accurate flying times and number of launches be entered into the glider logbook records. If you are either a duty pilot or just doing the flight logs make sure they are correct, it saves someone the hassle later of trying to sort them out.

7 Hangars.

Beware of hangar rash (potential damage to the glider) when either removing or replacing a glider in the hangars, have adequate people with experience to do the job.

8 Problems.

If you find any problems, minor or major, with the gliders and a qualified person cannot fix them at the time, report them to either the aircraft captains or the aircraft maintenance officer. (a list and phone numbers of all captains are located inside the pie-cart). **REMEMBER**, go through the chain of command first, it causes less anger and embarrassment.

Second T. TRUST SOMEONE ELSE.

Someone else will be performing all the above and your life is in their hands.

Goes with out question.

Third T. TRUST NO ONE IMPLICITLY, INCLUDING YOURSELF.

If in doubt refer to first and second T.

WE ALL STUFF UP SOMETIME! We are only humans not BORG. (BORG, refer STAR TRECK)

On our own we may be bitten by the mistake, but hopefully in the collective, if we all have our wits about us, the mistake may be caught. Example.

On a mutual flight in the DG, fourth flight of the day, one of the pilots checked the DI book only to find no record of any DI for the day. The DG was on line so it was to be expected that someone else had done the DI. Well, they hadn't and no "D" in the ABCD had been carried out during the previous pre-flights.

All this centres on the one common element, without which we cannot fly, **THE GLIDER**. Every pilot has the responsibility for the above. If you are not willing to do the checks, it's quite simple, **DON'T FLY!**

Take care,

A message from Ray:

When you pack up at the end of the day don't lock the pie cart door!! – until you have checked that the radio is switched off.

And finally, until next time, I hope that you enjoy some good flying.