



# *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*



*September – October 2005*

## *President's thermal*

Well another year has gone by for the Committee and I would like to thank those who have served on the Committee over the last year(s). I would also like to welcome new members to the committee for this year. Some members have swapped jobs and I will be sending out an updated Roles and Responsibilities list on email shortly.

For the last year as well I would like to thank all the members who help out in many capacities. There are too many to mention but without all of this our club would not function. Thanks to you all.

Windy days at present but real soon it will be starting to be summer again. We have had some magnificent soaring days recently. I was even in the 7000 ft zone recently at a height near the top. I have not been there for ages. That was in the K13, Gareth and I had a brilliant flight that day.

The new DG303 is getting used and I see lots of smiling faces after the ride.

The AGM also approved the purchase of an ASK21 in the future when the club is financially in a position to do so. The past performance in purchasing gliders has given us all more confidence that the Committee can manage the "business" associated with getting these aircraft in the country and paid for.

We also have some work happening on our tugs and we have had some discussions about the future for these as well.

I would like to hear from any members who have thoughts about motor gliders being part of the Club fleet. This kind of feedback is useful for the Committee.

Lastly, if you have any feedback, good or bad, please don't hesitate to contact me on [dboulter@ispdr.net.au](mailto:dboulter@ispdr.net.au) Thanks.

*The AGM : 10<sup>th</sup> September 2005 – Editor's notes and comments*

Despite good weather during the day, the evening of September 10<sup>th</sup> became very wet and miserable. This was probably the main reason for the rather low turn-out of just 25 members for the AGM. It was, however, good to see some of our newer members in attendance. The official minutes of the meeting will be circulated in due course, but perhaps a brief review at this time might be of interest.

After the President opened the meeting, the reports from the President, Treasurer, Secretary, Operations Officer and Tug Master were considered, copies of these having already been circulated.

The Treasurer outlined the financial situation to date and said that the position is good. We had over 600 AEFs last year and this activity has been a great benefit to the club. The major financial imponderable is the future price of fuel, and if the situation becomes serious we might have to look at a temporary fuel levy, but this is not on the cards at present.

The President commented on the good work done by those who hold positions on the Committee. If we had paid employees to carry out the various tasks the cost would be prohibitive. As it is we are able to keep our costs in check, and he drew a comparison with a UK club of comparable size where the annual subscription is 360 pounds, i.e. almost \$900.

The election of Officers for the coming year was carried out, commencing with the position of President. Dave Boulter was once again nominated, seconded and elected. Dave, I think everyone would agree, has done a great job as President, but he expressed the view that this should be his last year in the post. He felt that after five years there should be a change.

The other Committee members were elected as follows:

Vice President	Mike Bow
Secretary	Martin Feeg
Treasurer	Bryan Hayhow
CFI	Peter Hewitt
Membership Secretary	John Jurotte
Ground Equipment Officer	Geoff Croy
Aircraft Maintenance Officer	Bill Kirkham - (Ron Barney offered to assist, if required).
Operations Officer	Bill Nixon
Expeditions Officer	Don Palmer
Journal Editor	Woody Woodthorpe
Elected members (1)	Matt Segafredo (membership less than 2 years)
(2)	Phil Endicott
Publicity Officer	Jay Anderson - (Matt Segafredo offered to assist).
Certificates Officer	Richard Shemtob
Tug Master	John Dall (John was elected as Hon. Member before election to the Committee)
Social Secretary	Judith Boulter
Webmaster	Derek Ruddock

Also elected to non-Committee posts were:

Hon Auditor	Eddie Kropkowski
Alt. NSWGA delegate	Jason Armistead

*[As noted in his Thermal, the President will circulate up-dated details of responsibilities attached to these posts].*

Dave Boulter thanked the Committee members for their hard work, and also drew attention to the fact that there are other helpers who perform valuable services for the club but are not members of the Committee. These include Derek Ruddock, Bill Pain, Elsie Pahic and Ray Morton. Dave also referred to the excellent work carried out by Geoff Croy in maintaining and repairing the club's ground equipment.

Commenting on the club Journal, he urged members to write up any interesting experiences. Derek Ruddock suggested, tongue in cheek, that perhaps Richard Shemtob could write about the day that he *didn't* outland!

Following the election the President put forward a motion for the purchase of a K21 two seater.

The background to this motion was explained, the main points being as follows:

- We need to consider upgrading the fleet by replacing the IS 28s which are expensive to maintain,
- A modern fibre glass glider, without flaps, will achieve this end,
- Of the gliders considered only two met our requirements. These were the DG 505 and the K21.
- Several of our members flew the Lake Keepit K21 and the Bathurst DG 505, and all agreed that the K21 was the more suitable glider for our needs.

The motion before the meeting called for approval for the Committee to place an order for the K21. The procedure would be for us to place a deposit when our financial position enabled us to purchase the glider. The deposit would enable us to secure a delivery slot in the manufacturing schedule.

In general discussion John Dall made the suggestion that we should be considering fitting our tugs with four bladed propellers. During take-off the major source of noise from propeller driven aircraft is the prop itself. This is because the tips of the blades are travelling at around the speed of sound. The smaller diameter four-blade props are significantly quieter due to their lower tip speeds. John quoted some actual figures for noise and costs. The general feeling seemed to be that although we are only one of the operators at Camden, perhaps we should look further into the pros and cons and possible timing of making such a change.

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### *Achievements*

Our members are all far too modest about their achievements. If you've soloed, or made a flight of an hour or so for the first time, I think that it is well worth a mention in the Journal.

So if you've upped your performance by a notch or two recently don't keep it to yourself, let us all know!

Just to see what members have been doing of late I glanced through the current log sheets the other day and gleaned the following:

6<sup>th</sup> August: John Nelson and Eddie Pike had a flight of over 3 hours in DGI.

16<sup>th</sup> August: Shaun Dunshea flew the Junior, HDP, for 4 hours 5 minutes. The longest flight of the day by a very large margin.

21<sup>st</sup> August: Vasant Khilnani also in the Junior made the longest flight at 1 hour 47 minutes.

22<sup>nd</sup> August: Peter Moffitt flew the same aircraft for 1 hour 48 minutes (not his longest flight to date, but the longest flight of the day).

24<sup>th</sup> August was a good day. Shaun flew for 1h.18m, Roger Head for 1h.20m, Steve Korbel 1h.55m, (solo in ZAY), and John Jurotte 2h 20m.

28<sup>th</sup> August: Martin Zoller flew solo in ZAY for an hour 11 minutes. And on the same day Manfred Laub had almost three hours in WVJ.

3<sup>rd</sup> September: Bryan Hayhow was airborne for 2h 20m in DGU, and Manfred Laub for 2h 18m in WVJ.

18<sup>th</sup> September: Geoff Croy flew DGU for 3h 13m, and Martin Zoller having graduated to HDP had a flight of more than an hour and a quarter.

This is only a small sample of the good flying we've had during this rather unusual winter. If I've missed any noteworthy efforts, please accept my apologies.

Although I haven't recorded all of them, it has been noticeable that several really good flights have been made in the DG 1000 during the winter months. However, one which should be mentioned was a 224 kilometre flight by Richard Shemtob and John Stanford on 27<sup>th</sup> August. This took 4 hours 21 minutes, going from Camden to Mittagong, Sutton Forest, Wedderburn, Warragamba dam, the Oaks and, yes, back to Camden.



*John Stanford appears to be enjoying his flight with Richard Shemtob.*

When considering pilots who have made long flights from Camden there is always Ian deFerranti. He is a Tuesday regular, who flies his own DG 600. We naturally record his take-off times, but rarely his landing times, as the rest of us have generally gone home by then!

Congratulations to Matt Segefredo on going solo in an ultra-light at Tocumwal, and following this up with cross-country and passenger ratings.

Finally, thanks to Lynne Palmer (Don's wife) for managing to cut through the red tape at the RTA to get the 303s trailer registered.

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*First impressions of the DG 303. e-mailed comments by Bill Pain to our Secretary, Martin Feeg.*

Hi Martin. I managed a decent flight in the 303 last week. Over two hours in a range of conditions dealing with a 20knt wind and some rough thermal activity. Later less wind and smooth lift. The glider is lovely. I was pleasantly surprised at the speed performance in the 80 to 100 knot range. A lot better than the DG 300 I was used to in the UK.

I had the opportunity to really check out the spin and stall . I cannot imagine a more forgiving glider. Despite everything I could do I was not able to sustain more than 180 degrees of rotation. It would take a special ability to hold it in longer, an ability only found no doubt in an early solo pilot.

Stalls at 35 knot indicated. Correction, it mushed along at 35. The brakes are splendid and very effective, both air and wheel.

Sorted the problem of the cushion sliding forward by gluing the piece of velcro provided for the job into the respective position on the seat pan. The Winter vario is not damped but the electronic vario was fine.

We'll have some fun in this machine for sure.  
Best wishes, Bill

*Editor's comment.*

Others have made similar comments, so I think the 303 is going to be very popular.

There is one point that those carrying out a DI on the 303 should note. It is not easy to insert a battery in the battery box, or to remove it, though of course it can be done with care. However, to make it easier, one battery has been fitted with a 'sling' to assist in lowering the battery into the box, and lifting it out.

And a reminder to pilots flying the 303 to check the cockpit ballast box, situated under the right leg rest.



*Over the Oaks in the 303,  
lovely day, plenty of Cu  
about, what more could you  
want?*

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### *Radio Procedures course.*

A course was held on 6<sup>th</sup> August for pilots seeking a radio endorsement. Martin Zoller and Anita Pacanin attended and were duly endorsed. I'm fairly sure that there are others who have soloed but haven't received an endorsement, and this is to remind them that it is not just a good idea, it is a *requirement* for all solo pilots, so please don't miss out on the next course when it is arranged. Also those nearing solo should take the opportunity to obtain an endorsement – it only takes a couple of hours. However, it should be noted that CASA has just revised radio procedures for non-towered airports. These new procedures, which will come into effect on 24<sup>th</sup> November, should not present any serious problems to us. All members should have received the explanatory guide from CASA, so please take time to read them.

A question which came up in a recent discussion was, what should we do if it is not possible to carry out a normal circuit, but have to join on base or final approach? The appropriate call under the new rules might be "Camden traffic, Glider XYZ entering base leg for Glider 06 (or whatever), Camden" or "Camden traffic, Glider XYZ making straight-in approach to Glider 06/24, Camden."

The possibility of this happening at some time emphasises the need for us all to keep a careful visual and listening watch when in the circuit, (as we should, in fact, at all times). Such a call re a non-standard circuit may require a response from other aircraft which are in the circuit.

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### *Camps and other events*

A notice from our Expeditions Officer, Don Palmer:-

1. Narromine Cup week is coming up in November. Anyone intending to participate should need to book gliders and accommodation early.
2. Xmas Camp will be at Forbes, starting 27<sup>th</sup> December and continuing, as usual, for 3 weeks. Those wishing to attend should let Don know their intentions as soon as possible.

### *The Wave Camp*

*By Bill Nixon*

Sunday morning, and the SCGC contingent at Bunyan got into rigging the DG303. A new experience for us, but made all the easier by the well designed trailer and the generally excellent features of the new glider. With the help of Wayne Cadman, Damien Ogden, Phil Endicott and Graham Leonard we soon had the wings on; however, the tailplane proved more difficult and time consuming. However we were eventually ready to fly.

By then our tug CPU with Don Palmer arrived. Don had been unable to fly to Bunyan the previous day because of poor weather conditions. The other gliders had by this time launched into what seemed pretty average conditions. No one expected much wave as the breeze on the ground was only about 10 knots from the West and there were no pretty lenticular clouds in the sky, just broken strato-cumulus cloud scattered in apparently random pattern, with cloud base about 4,000' AGL.

As I started to install our Club's new Mountain High oxygen equipment, purchased in July for the new glider. Don strolled over and suggested that I shouldn't bother. It didn't look as though anyone would be going very high, so oxygen wouldn't be necessary. Better not to waste time, he thought, as everyone else had already launched and it was getting late. I replied that I was not going to launch until the oxy was fitted and working. I recalled an occasion when one of our pilots at Jindabyne went up unprepared for wave conditions and ended up getting his Diamond Height, as well as badly frozen feet, all because he had gone up wearing damp shoes and socks, because he too thought there was no wave working on that day. I was not going to make the same mistake, and as it turned out my caution was justified..

Don launched me about 1:15 pm into four octas broken strato-cumulus cloud. I held on until we ran into some steady lift at 8500' QNH. We were cruising along the front of the clouds and that is where the lift seemed to be. Turbulence was minimal and the lift was weak. Other gliders had reported weak lift above 10,000' QNH. After releasing from the tug I veered into wind and recognised wave conditions by the smooth lift. Slowing DGU to 38 Knots I slowly climbed along the face of the cloud until I got to 9,500' when the lift faded away. I reversed track but the lift was gone. Soon I was below release height at 7,500' and it started to look like I might be on the ground before long, as during aerotow we had not found any lift at this height. However, I found very weak lift and struggled up again to 8,500', then back down to 7,500' as the lift died. Then came the break I was hoping for. I found consistent lift in front of a cloud and managed to climb up above the tops of the clouds to 12500'. Oxy came on as I climbed past 10,000' and from above the cloud tops the view was not only very beautiful but you could pick the wave lines clearly. The tops of the clouds had a smooth convex shape which showed where the best lift was. Now the task to find lift was much easier, although navigation became more difficult, because cloud cover obscured most of the ground. I was no longer restricted to flying inside the clear airspace between the clouds, which were thickening, but was able to line up correctly with the best wave. Aware that I was approaching the Southern edge of the restricted Canberra airspace and unable to pick accurate ground references because of the clouds, I decided to turn back towards Cooma. The vario beeped happily on a steady rate of climb between 3 and 4 knots. The oxy gear worked perfectly, as evidenced by the short hiss of oxygen with each breath taken. I consciously breathed deeply, to ensure I was getting the maximum amount of oxygen into my lungs. If you take quick shallow breaths it is possible to suffer from hypoxia, even if you are using an oxygen mask, as the oxy flow won't reach your lungs. I regularly checked my fingernails for the tell-tale blue coloration, a clear warning sign of hypoxia and did some mental arithmetic to make sure my brain was not affected by a lack of oxygen. When flying at these heights, your greatest danger is hypoxia. Put simply, HYPOXIA KILLS.

As I climbed higher the outside air temperature thermometer kept dropping steadily. Inside the cockpit it was quite pleasant and not at all cold, even though OAT was a chilly minus 15 degrees. By the time I reached my highest point it was minus 20 degrees. Closing the air vent resulted in slight fogging of the canopy and my glasses, so kept the vent open all the time, except when doing high speed runs between the lines of wave, then I closed the vent to stop high speed air rushing into the cockpit. My legs and feet were in the sun, so at no time did I get cold feet. In other gliders your feet and legs are in the shade and can get very cold at high altitude. This makes the DG303 a much more comfortable aircraft for high altitude flights. The opposite may apply in summer!

At 12,500' the lift started to drop off and I scratched about for 20 minutes losing 1500'. It would be necessary to move to the next line of wave further upwind to get higher. I anticipated significant loss of height and to minimise this loss I thought it best not to cross the blue gap where the lift was strongest, but to work my way in lift to the end of the wave band I was working, where the lift was weakest, and then go across the blue gap to the next line of wave, joining it also at its weakest area and then moving across to the stronger lift. I followed the speed recommended by McReadie (set at 0 Knots), in this case a little under 100 Knots.

I was aware Vne at this height is reduced and made sure I did not exceed it by checking the placard on the instrument panel. Sink was off the clock, minus 16 Knots according to the Cambridge flight log.

The strategy proved successful as I only lost 2000' in getting to the new wave formation. The next climb took me from 11000' to 15600' with an average rate of climb of 4 knots, although at times the vario would hit 6 Knots for short periods. It was exhilarating stuff. When the lift diminished I moved over better looking clouds and again found the lift, eventually climbing to the top of my flight at 16600'. I could see it would be possible to go even higher if I moved further up wind into the primary wave, which was visible as a line of higher and more imposing clouds about 15 Km to the West. However, a quick check of my watch dictated otherwise. It was almost 4:00 pm and although at FL165 the sun was shining brightly, I knew on the ground it would be getting dark in about one hour. It would take me at least half an hour to get back to Bunyan and lose height. The gaps in the clouds below me looked rather small. I would need to find a hole near the airfield to descend through. Time to play safe and go home.

I radioed Bunyan Base to inform them my position and altitude and let them know I anticipated landing back at the airfield at approximately 4:30 pm. The GPS in the Cambridge guided me back towards Bunyan, where I picked a suitable hole in the clouds and came down in a gentle banked spiral with dive brakes open and the undercarriage down to maximise drag. Even so, in some places the rate of descent was only 3 or 4 knots, because of the strong lift around me. Breaking below cloud base at about 7,000' QNH (4,500' AGL) I could see Bunyan clearly about 10 Km to the NW. I flew over the field at 2,000' AGL to check the wind sock and noticed all the other gliders were tied down on the field, I must be the last one home, I thought. Conditions had now become bumpy but not too bad for rotor. The wind on the ground looked moderate so I planned a safe circuit (not too far downwind from the airfield) and landed on runway 27 at exactly 4:33 pm.

I had not achieved Diamond Height, but was pleased with a very interesting and satisfying flight which took me to my highest altitude in a glider (my previous best was 16,000' in an IS28 at Jindabyne in 1988, a memorable but far less comfortable experience). I guess I'll have to come back next year to chase that elusive Diamond.

One other glider from Victoria made it to 24,000', but he had launched earlier and had more experience flying in wave (the pilot had gained his Diamond height some years ago). The rest of the fleet flying on that day had to stay below 10,000, because they did not carry oxygen with them. Our other club members who attended were unfortunate in that there was only the one day of wave.

Warning: it is unforgivable to fly at Bunyan and not take oxygen with you, if you have it available. You can never tell when the wave will start (nor when it will stop either).

Monday morning was a special treat, with lots of snow falling on Cooma, which is most unusual. Don and I went for our regular 7:00 am walk under the falling snow flakes. Photos of a snow covered Tug

(CPU) and gliders on the airfield look very pretty. As usual, the hospitality of Canberra Club was great and we all had a most enjoyable time together. If you want to summarize the camp experience: great flying, good mateship and wonderful food says it all. I recommend our members to come next year. Bunyan can be very special!



*CPU and DGU on a chilly morning at Bunyan.  
Photos by Wayne Cadman & Damien Ogden*



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### *Spitfire Ace.*

I expect that many of our members watched that recent programme where four fairly low-time power pilot competed for the opportunity to train in a Spitfire, and I imagine that some of our members who have a power licence would have loved to have such a chance.

No doubt Dennis Matthews was amongst those watching, and it must have brought back memories of when he flew Spitfires – not for a television programme, but in actual combat in WW2.

For the very new members I should mention that Dennis, one of our long-time instructors, retired from flying just a year or so ago, sixty years after he commenced his training in war-time England.

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### *A couple of AEF anecdotes.*

A couple of months ago a resident of the retirement village just below the old Carrington Hospital came down for an AEF. He'd often watched the gliders flying over his house and said to his wife that he thought he'd go for a flight. "Absolutely no way!" was her response, so he waited until she was out shopping one day, then nipped down to the field. He thoroughly enjoyed his flight and when we were talking it over afterwards I asked whether he was going to tell his wife. "No," he said, "she'd kill me," then on reflection he decided that he'd wait for a family gathering before mentioning it. He was sure that his daughter would support him.

Well, I haven't heard of anyone being murdered in the retirement village, so I suppose his strategy must have worked.

A very attractive young woman came for a flight earlier this month. On landing Eddie Pahic enquired whether she had enjoyed it. "It was great!" she replied. "Better than sex isn't it?" ventured Eddie. "Yes," she said, "and lasts longer!" Gales of laughter all round.

I expect that she was right, though at my age it's a bit difficult to remember.

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### *The coloured arcs*

You are all familiar with the green and yellow arcs on the ASI, but our IS 28s also have a white arc alongside part of the green arc. What does this indicate?

Well, just to recap, the green arc covers the normal operating speed range. The top of the green arc is Manoeuvring Speed, which is the maximum speed at which full deflection of the controls can be made. Above that speed, up to the never-exceed speed ( $V_{ne}$ ), control movement should be limited to one third of full deflection. Manoeuvring speed should be placarded in the glider.

The white arc on the IS 28s ASI is the range in which we can operate with full-flap extended. In the case of the 28s, the maximum flap extended speed ( $V_{fe}$ ) is 70 knots. The limiting speed is actually higher if only +1 or +2 flap is used, but if you keep within the white arc for any flap extension and you can't go wrong.

There is no speed limit for negative flap on the 28s, so the aircraft can be flown in this configuration up to the never-exceed speed ( $V_{ne}$ ).

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### *It's good to retain a sense of humour!*

One of our regular weekday tuggies, Eric Wylle, flies Careflight choppers for a living. He recently flew the medics out to a farm to deal with the victim of a tractor accident. The man had sustained serious multiple injuries and had to be stretchered out. The problem was that he was very tall and they weren't sure whether they could get him into the helicopter without placing him in a slightly raised position, so they decided to measure him. At this point the patient opened his eyes and enquired, "are you blokes the undertakers?"

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### *Anything you can do I can do better !!*



Not long ago one of our members had the misfortune to go off the runway in IUJ and put its nose into a ditch. However, not to be outdone by a mere glider pilot this captain did the same thing in his Jumbo jet. It's one time when travelling first class *might not* have been such a good idea!

*Important message from the Committee*

Following the committee meeting on Monday night, the committee would like to bring to the attention of members two fairly significant concerns. The aim is not only bring these concerns to the attention of our members, but also to enable them to clearly understand the processes and benefits.

The entries are to cover the following:

*1. Inviting excessive numbers of family and friends to Camden on flying days.*

Family and friends are warmly welcomed, however - any more than two additional people **MUST** be booked through John Jurrotte's booking system. The benefits here are obvious, with a smooth running of the day's flying without disappointment to members or their guests.

*2. Bulk flying.*

Two areas require attention here; firstly we need to highlight the fact that this is available to all members new and old. Commitment to bulk flying will encourage members to fly more often - not only keeping them current, but also resulting in better pilots. Secondly, we should encourage more members to take up the offer by highlighting the financial benefits that the program offers. Again, this not only benefits the members, but also the financial status of OUR club.

*What third needle?*



*What the altimeter doesn't normally show!*

*When briefing AEF's it is common practice to point out that the fat needle on the altimeter shows the thousands of feet and the thin needle shows the hundreds. The third needle normally doesn't get a mention, and in most of our flights around Camden it isn't noticed. However, in this photo taken by Mal Bruce at last year's wave camp the third needle (with the triangular pointer) is very evident and is indicating a very impressive 20,000 feet.*

## *Cross Country Flying from Camden*

*Peter Hewitt, CFI*

I believe the club wishes to have cross country training as part of our activity, and that the DG1000 was bought with this in mind. We need to decide how we will progress cross country activity from Camden without putting expensive club assets at risk. This is even more important now that we have the DG303 available and itching to go over the fence.

Some members have expressed concern about the number of outlandings that have taken place recently in club aircraft flown from Camden. It is very important to differentiate between outlandings and landings at other airfields. As one example, a DG1000 flight involving a landing away from Camden involved a decision by the pilots to return to a recognised airfield instead of pushing on with only marginal height to Camden and risking a paddock outlanding or a low circuit entry. It would be ridiculous to criticise that decision. Nor can we claim to be training cross country unless we allow such flights. The difference is:

- An outlanding implies a landing in a paddock with no knowledge of the terrain, and limited chance of aerotow retrieve. This always involves risk of damage to the glider, and if you can't aerotow out it involves extended loss of use of the glider. Neither is acceptable using club gliders from Camden.
- A landing at another airfield, performed from a safe height and with a full circuit, involves no risk of damage and relatively little loss of aircraft availability.

Outlandings, with associated risk, are fine for pilots in private aircraft, and a necessary part of club operations at camps, but are not acceptable in club gliders as part of normal operations from Camden. However safe landings on other airfields provide significant training benefit, and should be actively encouraged as part of our solo pilot training activity. Using the two-seater tug for the retrieve, and swapping students at the landing site, increases the training value from such flights.

As CFI, I need to be able to ensure that aircraft that land at other airfields do so safely, and that flights leading up to off-field landings are conducted responsibly. The advent of data loggers permits this. I propose to introduce rules whereby any landing away from Camden by a club glider will be investigated, using the data logger, to ensure that basic rules were obeyed.

I would suggest that the DG1000 be available for general club use until, say, 1200, and that after that time pilots may take the aircraft on cross country flights, subject to the rules that I will define shortly. If a landing occurs at another airfield, and the two-seater tug is available, then the normal policy should be to swap students as part of the retrieve.

The rules are enforceable, and will enable pilots to fly cross country confidently and safely and club members can be confident their aircraft are not being put at risk. The intended effect of the rules is:

- a) to stop people going over the fence when conditions are not suitable,
- b) to make people put down into a safe place, from safe height, when it is clear that a safe return to Camden is unlikely, and above all,
- c) to provide a reliable method by which obedience to the rules can be verified.

Any pilot unwilling to accept these constraints can use a private aircraft, at his own financial risk. But if you wish to use club aircraft I consider these restrictions are essential and reasonable.

The Instructor Panel will soon be able to offer advanced cross-country training to solo pilots, using some of our very excellent experienced pilots as the instructors. I am confident that the rules that I am introducing will allow this activity to take place without any more risk to the gliders than is present in our normal operations. We will soon have a fixed second radio in the pie cart, tuned permanently to 122.7.

Please consider the following rules (see next page) binding, as of now, although they are open to discussion and amendment after suitable debate.

*Sept. 2005*

## *Rules For Cross Country Flying In Club Aircraft Flown From Camden*

***The rules are:***

- a) Any club aircraft taken cross country from Camden is to carry a working GPS Datalogger.
- b) Before launching with the intention of going cross country the pilot is to notify the duty instructor, and record all the normal details (car rego, trailer details, etc) in writing in the Pie Cart.
- c) Before going outside soaring range of the airfield the pilot is to register intentions with Glider Control. This can be done before launching, or by radio on 122.7 once in the air. These intentions are to be recorded by the duty pilot in the Pie Cart.
- d) Any significant change in intentions is to be notified to Glider Control by radio on 122.7.
- e) Any anticipated outlanding should be reported by radio while still at a safe height. If unable to reach Glider Control relay the report through Camden ATC.
- f) Any club aircraft setting off on a cross country flight is not to leave the vicinity of the airfield until a height gain in excess of 500 feet from release has been achieved.
- g) The aircraft is not to go outside soaring range of the airfield until a second height gain of at least 500 feet has been achieved. Wind must be considered in determining the limit of soaring range.
- h) If unable to return safely to Camden, the aircraft is to be put down into a safe recognised aerotowable field from an initial on-top height of not less than 1000 feet above ground level.
- i) After any landing away from Camden, the datalogger is to be presented for analysis to ensure that these rules have been obeyed.
- j) Return to Camden is to be achieved at normal safe circuit height. If the Duty Instructor is not satisfied that this was done, the datalogger will be examined to validate the return height.

If the datalogger shows that the pilot broke any of these rules a grounding will be almost inevitable. As in competitions, it is the pilot's responsibility to have a working datalogger, and if after an outlanding the datalogger trace cannot be validated, then the pilot will be treated as though the rules have been broken.

If a club aircraft is damaged during an outlanding then the pilot will be grounded with absolutely no exceptions. The pilot will have to pay the full repair bill for the aircraft up to the club's insurance excess which currently is \$5000.

*Peter Hewitt  
CFI, SCGC  
Sept. 2005*

### *Late News!*

The following information from the Committee has just come to hand, (it has also been circulated by e-mail).

1. The Bulk Flying fee scheme will stay at it's current level of \$650.00 and is now payable for the coming season (commencing October 1st). This scheme is worth approximately 16 hrs flying & represents good value for the regular flyer.
2. The Jantar repairs have begun & it should be ready during October. IUJ's parts are still proving difficult to obtain & we may be forced to manufacture some here. K13 GTU's annual check will be finished shortly.  
The DG 1000's Cambridge 302 security seal has been restored & the instrument will be returned to the aircraft. The DG 303's Cambridge will be replaced & sent for checking as well.
3. The Civic Tow vehicle's rear hatch door will be taken off & a sun roof cut into it to improve visibility. Replacement of the railings on the front door & deck of the Clubhouse will take place next week. The Gents toilets will be looked at shortly thereafter.
4. A four bladed prop (giving significant noise reduction) has been approved for fitting to SMS & will occur later in the year, as finances allow. The engine refit to FBI is almost complete (well under budget).
5. Finances are still strong with Flying & AEF revenue as per last year (which was a very good one) The balance of the tug engine overhaul will be paid for at the end of this month.
6. Milan Youngman's request for the use of the DG 303 at Joey Glide (Junior Nationals) has been approved. As has Elena Bentley-Wood's use of the DG 1000, with Martin (Red Baron) Feeg in the back seat. We wish them both much success.  
We will also be donating a trophy for this event along with some equipment for a prize.

### *Finally, a quick reminder;*

When signing up AEF customers. Please get them to fill out one of the blue 'HOW DID YOU FIND US' forms, & place it in the envelope with their payment and the white GFA form. The blue forms are kept on the pie cart table & allow us to track where our customers are coming from. We are attempting to get an overview of this, so we can better market ourselves.

Remember, these flights are paying for your next aircraft & we'd appreciate your assistance.

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