

The Southern Cross Journal
September – October 2007



New student Alex Boyd with Mike Woolley in the K13, John Nelson in the Junior and Bruce Ogden in the IS 28, waiting to launch

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB

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The 2007 AGM

The AGM was held at the club-house on 22nd September. Fifty-one members were present, which is a much better attendance than we have generally had in recent years. The very enjoyable pre-meeting dinner was provided by an outside caterer, rather than the somewhat variable barbecue which has been the practice at past AGMs. Dave Boulter introduced the idea of catered meals at the last Presentation Night, in July, and those members I have spoken to are all of the opinion that this was the way to go in future.

In the unavoidable absence of the outgoing President, Dave Boulter, Paul Matthews presided over the first part of meeting.

The following members were elected to Committee posts for the coming year:

President	Don Palmer
Vice President	Dave Boulter
Secretary	Derek Ruddock
Treasurer	Martin Zoller
Chief Flying Instructor	Eddie Pike
Tug Master	John Dall
Membership Secretary	Richard Frawley
Ground Equipment Officer	Geoff Croy
Operations Officer	Jim Kent
Aircraft Maintenance Officer	Bill Kirkham

There is another course being planned for October, only going ahead if enough people apply to attend. I will put up notices on the boards this week.

Jim Kent

A bouquet for Dave

Hi Dave

Just a quick note to say the Presentation Night on Saturday 14th July was the best I've attended in many a year.

Plenty of background stories, and excellent catering. Good one.

Kind Regards

John Postlethwaite

FIRST SOLO



Our latest first-soloist, Michael Brandon, 24.9.07.

On the following day, in very weak conditions he had a flight of 40 minutes in the K13.

Can you spot who's missing from this picture?

It's the many instructors who have helped me get this far. Instructors who were generous with their time, helpful with their comments, always friendly and endlessly patient. Instructors who continue to help as I try to move beyond the first solo flight, and slowly build my skill and experience. From each of you I have learnt much, and to each of you I say: thank you – it's appreciated.

Michael

Reminder to instructors: The 1st solo certificates are kept in the pie cart.

MORE ON THE BG 12, which featured in our last issue.

The following e-mail came from Ken Caldwell:

I have just read the article about gliding in 1962, in the July-August journal.

Your readers might be interested to know that the BG12 in question is flying again at the Goulburn Gliding Group's site at Carrick. The story can be seen on page 3 of the March edition of the newsletter which can be reached via our web site:

<http://members.optusnet.com.au/~goulburngliding/>

The photograph of it taken at the Benalla Nationals in January 1968. This was the first Australian Nationals at which there were fibreglass aircraft competing, (a 16m Diamant and an H301 Libelle) The BG12 had the fastest time around the task on the last day. The Libelle had started later and was still airborne when John Rowe's wife realised that it had been beaten by the BG so she radioed him the news. John caught a thermal after crossing the finishing line and went around the course again to win the day!

The landing approach of the BG12 with full flap is impressively steep. No brakes required!

The composition of the BG12 syndicate changed over the years. One of the syndicate partners around the time that the picture was taken was Barry Wrenford who was then Chief Chemist at Mirrotone Paints. Barry organised the refinishing of the BG12 in Polyurethane. The original canopy had been destroyed in an accident years previously and the replacement canopy had a much better line.

Cheers,
Ken

I replied: Thanks Ken. Doesn't it look great! It looks more like a 33:1 glider than in the 1962 picture. Quite by chance Mike Woolley mentioned in conversation recently that he'd been a member of a BG 12 syndicate. It was, he said, quite heavy on the controls compared with more modern gliders.



Although our all-white glass aircraft look very elegant there's no doubt that some of the older wooden or metal aircraft had really attractive paint schemes. None better than the club's former IS 28, CQB with its green and gold embellishment.

A Visit to Booker Gliding Club

While in England on holiday I took the opportunity to call in at my old club at Booker, just west of London. At the office I was signed up as a member for the day and then walked out to their 'pie cart' (which is in fact a double-decker bus). As I approached it the duty instructor came over and greeted me with "Hi, You must be Woody". All very friendly, but I was surprised that my fame had spread this far. However a few minutes later the mobile phone on the bus rang. One of the members answered it – a message from the office - and shortly afterwards a young lady appeared. "Hi, you must be Andrea", was the greeting. She was introduced to those present, and then the purpose of her visit – a joy flight – was discussed. This seemed to me like good PR, and while this procedure wouldn't work for us it was a reminder of how desirable it is to make visitors feel welcome as soon as they arrive.

I only had time for one quite short flight in one of the club's two K21s. The same aircraft in which I last flew almost exactly 20 years ago. The K21 is an easy aircraft to fly, the cockpit is quite spacious and the canopies were obviously well sealed as it was about as quiet as the DG 1000.

The K21 doesn't spin easily, so all spin training is done in the club's K13s.



Part of the club's fleet at Booker. The nearest aircraft is a K18, and beyond that one of the K13s, a Junior and in the middle of the photograph, the K21.

Speaking of the K13s, 18s, 21s etc:

Although many of us are aware that all the Schleicher aircraft with a K designation are the designs of Rudolf Kaiser, I for one didn't know anything about him, so I consulted Wikipedia, which has the following entry:

*"Rudolf **Kaiser** (10 September 1922 - 11 September 1991) was a designer of gliders who worked for Alexander Schleicher GmbH & Co.*

The designs of Rudolf Kaiser have proven themselves for over 50 years all over the world. His designs for Schleichers can be recognised by the K in the ASK designation. The designs that he did on his own account have the designation Ka.

He was born in Coburg, Germany, and graduated in house construction in 1952. However at the same time he took up gliding. He built a small single seater, the Ka 1 at his home in 1952 to perfect his design skills. (He used it to get his 'Silver C' gliding badge.) His next glider, the two-seat Ka 2, was created for Alexander Schleicher, the sailplane manufacturer in Poppenhausen. Rudolf Kaiser also worked for Egon Scheibe designing the Ka 5 "Zugvogel" which was the best performing production sailplane in the world at the time. To get his Gold C, he again built a sailplane for himself; the Ka 6. It won the OSTIV prize for the best new design in 1958. After Schleicher put it into production, it became the most popular Standard Class sailplane, winning two World Gliding Championships (1960 and 1963). 1368 Ka 6's were built and many are still flying.

Kaiser then designed three more classic gliders:

- *Ka 7* two-seat trainer (511 built),
- *ASK 13* two-seat trainer (645 built)
- *Ka 8.* (over 1100 built)

The Ka 8 was a single seater with similar characteristics to the two-seaters and so it is still a popular glider for early solo pilots who had trained on Kaiser's two seaters. 1212 Ka 8 were built.

Further designs followed: the ASK 18 single seater and two motorgliders, the ASK 14 and ASK 16. He then designed two glass fibre gliders the two-seat ASK 21 trainer, which first flew in 1978, and the single-seat ASK 23 which filled the role of the Ka 8. The ASK 23 first flew in 1983. When the certification process of the ASK 23 was complete Rudolf Kaiser retired at the age of 61."

The K7 and K13 have been the mainstays of many gliding clubs around the world. The K8, which first flew in 1957 was widely used in Europe and elsewhere as a first solo machine both before and after the arrival of the fibreglass aircraft, such as the Junior.

The Ka 6CR which won the 1960 & 63 Standard class had a best glide ratio of 29 at 43 knots and it is interesting to compare this with the Junior whose best glide ratio is 35 at 42 knots. This just goes to show how much progress was made in the 20 years following the introduction of the Ka6.

I think that we can say that Rudolf Kaiser was one of the unsung heroes of the gliding fraternity around the world. Ed.

Weak links:

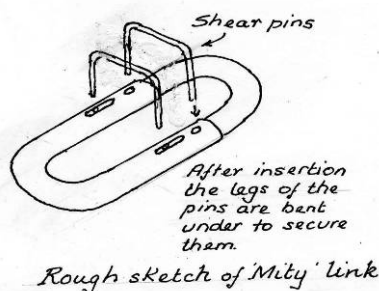
One interesting item which I noted at Booker was that they use two weak links in their tow ropes, one at the tug end and the other at the glider end. The arrangement is that, of the two, the link at the glider end has a lower strength. So, in the event of the rope being overloaded in flight the link at the glider end will break, leaving the rope attached to the tug, but the tug will still be protected if the tow rope wraps itself around a fence, or whatever on landing.

There are two benefits claimed for this arrangement. Firstly, if a rope break occurs with a single weak link the rope can go over the top of the glider, and while the risk is low there is a possibility of canopy damage or the rope interfering with the control surfaces. Secondly, the glider pilot has to get rid of the rope before landing. If the break occurs at a very low altitude the pilot will probably want to drop it immediately, without knowing exactly where it will land. Even if the break occurs at a greater height he may be tempted to release it there and then, even though the correct procedure is to return to the field and drop the rope in a safe place before continuing the flight or joining the circuit. Sounds like something worth considering.



'MITY' weak links are used, rather than the 'TOST' links which we employ. They consist of two U shaped tubes, one slotting in to the other. Two shear pins shaped like staples are inserted and bent over. One pin carries the load. The other, in a slotted hole, takes up the load if the first one fails through damage or fatigue, just as with the TOST link.

The shear pins are colour-coded to ensure that the correct end is used when attaching the rope to the tug.



The Big Red Windsock

Otherwise known as the Holden Airship, which has been such a familiar sight at Camden over the past year, is being dismantled and shipped back to the USA this month. Having flown over, around and beside it (never below it - mooring lines!!!) I felt it certainly added something, aeronautically speaking, to Camden operations. Geoff Uther.

Using the Cambridge in the DG

When flying the DG I keep an eye on the Cambridge screen to see what height margin I have for returning to Camden. However, I have tended to be rather conservative in using the information displayed as I didn't really understand whether it took into account the wind and other factors. So, I consulted one of our numerous experts, Bernie Baer, with the following queries:

Does the Cambridge computer take into account headwind or tailwind in determining the surplus or deficit of height needed to reach your goal? This facility is particularly useful in determining whether we can get back to Camden, provided it is in fact making allowance for the wind.

I also have a couple of other queries re speed to fly etc.

Sorry if these are dumb questions, but I'm still in the stone-age when it comes to any of the fancy new gadgetry. Woody

Bernie replied:

Good questions, and I had to refer to the manual, which you can see at http://www.cambridge-aero.com/manuals/303_v2.pdf

1. Q. Is the information based on still air conditions, or does it take into account the wind effect?
A. It takes Headwind/Tailwind into account, clever eh? See manual page 8, paragraph title 'Average HW/TW'.
2. Q. If it is based on still air, it presumably assumes flying at best L/D speed?
A. No!, it assumes you are following the speed director (up or down arrow displayed on the vario). It calculates using the McReady setting you have dialled in on the vario. If you are doing a final glide, and it indicates you are going to arrive too high, you can select a higher McReady setting until the arrival altitude equals the circuit (safety) height. You can easily see this if you fly towards Camden and change the McReady setting up or down, watch how the arrival altitude changes. I always fly with McReady = 0.5 as a minimum, that gives a little extra margin over the safety height, as if I drop it back to McReady = 0 (best L/D) the 'diff height' will increase a little.
3. Q. If it does take the wind into account, what about the speed to fly (either into wind or down wind)?
A. See above, STF (Speed To Fly) is indicated by the Up/Down arrows (Up = fly slower, Down = fly faster) according to the McReady setting you have dialled in on the vario.
4. Q. Presumably the information displayed is based on the performance of the DG in 20m configuration?
A. Yes! Gotta remember that when you are in 18m configuration! :-) I add 500' to height required. [but see note below from Derek Ruddock – Ed]

One further thought, be sure to read the manual carefully to understand the difference between the wind calculation used on the 'Home' screen, compared to the wind calculation used on the 'Down 2' screen, which should be used for final glides. In practice I doubt there is a whole lot of difference, easy to check in flight with 2 presses of the down button!

Another thing, have you seen the 'Cambridge 303 demo' that can be downloaded from our web site? Go to the Instruments link at the top, then you will see it at the left hand side.

Once you have downloaded it you can play with the different screens etc of the unit.

There's a version for the GPS-NAV available at the Cambridge web site also..... (for Jantar drivers)

Regards, Bernie.

Thanks very much Bernie. I suppose that if I read it carefully a few times it might sink in. There may well be other members who might find the information useful.

Derek Ruddock also notes:

When I set it up, I configured it for the 18m span for safety: when flying in 20m span you should use the alternative span screens to compensate. That is assuming no one has been fiddling with it in the meantime of course...

K21 registration

Geoff Croy raised the question of whether we should decide on suitable registration letters for the K21, and check their availability. Gareth Cherriman responded as follows:

How about this. At the committee meeting a few months ago we talked about a fitting and lasting tribute to Neil Cox. I noticed that registration NKC as Neil and Kellan Cox (November, Kilo, Charlie) is available.

It would keep his memory flying and would be a very subtle tribute.

Let me know your thoughts.

Gareth

The idea has been put to Committee members and everyone who has responded so far has been strongly in favour.

Central Coast Soaring Club Week at Gloucester July 2007

The Gloucester ridge camp has been running for over 20 years, run by our friends at the Central Coast Soaring Club. They operate out of Mangrove Mountain near Gosford. The airfield is run by the Gloucester Aero Club and is situated in the middle of a very productive dairy farm. The area is also smack bang in the middle of a RAAF training area, controlled out of Williamstown, and daily permission has to be obtained before flying can commence.

The Central Coast Club invited a number of clubs to come up and share in the fun of "running the ridge". SCGC members Jim Kent, Geoff Uther, Richard Frawley and the indomitable Phil Endicott took up the DG303, the Junior and the Pilatus. Glen MacLean came from Richmond in his Hornet. The rest of the fleet came from Mangrove Mountain, being a couple of two-seaters, Puchatek, Blanik, another Pilatus and an Astir. Some 15 to 20 pilots completed the field. Some more planes came later in the week.

The camp organisers had done a lot of work prior to establishing the camp getting formal permission to fly during the week. Unfortunately some of the paper work did not get to the right people in the Williamstown control tower so there was a bit of a delay on the first morning until the matter was sorted out. Permission came along about midday and off we went. The initial word was that we could not fly until noon each day due to RAAF flying, but as things worked out we were given permission to fly when ready.

Most people arrived either late Saturday or early Sunday morning, the gliders being put together on Sunday morning. Weather was rather benign with some thermal activity in the mid afternoon. Richard Frawley had a couple of hours in the Junior, after his check flight in the twin. Jim Kent managed to have a so-so flight in the DG303 after getting too smart and wandering off along the township. Phil did his usual thing and had a pleasant flight of nearly two hours.

Monday's weather was a bit of a repeat of Sunday and in fact started a week of very calm and stable conditions. There were some flights again in the order of one hour or so duration, but it generally relied on finding the one thermal at the right time and at the right height. Jim Kent took a passenger up for a flight on Tuesday and reported that he had never had such a smooth flight with the vario playing middle C for the entire float down to earth from 4,000 feet. Many others reported similar conditions. Sounds a bit boring, and from the soaring perspective this is true as the weather turned out. On the other hand, if you are going to sit on an airfield and watch the clouds roll in and ruin the day, Gloucester has to be the most delightful and beautiful place to do so! On Wednesday there was one thermal over a burn-off in a paddock. The Blanik was up with Mike Woolley and friend and they made full use of the opportunity. They circled lazily around and around, staying up for over an hour, Mike claiming that he "went to sleep, while George read the paper!".

The weather forecast was for increasing possibility of west or southwest winds by Friday and Saturday. As it turned out by Friday there was a gentle westerly and the ridge was just starting to work mid-afternoon. On Saturday the wind came up from the South West and the ridge started to work. A K6 managed to get into wave and go to around 7,000 ft. Phil did not contact the wave but did stay up for about 5 hours in thermal conditions.

All through the week pilots were kept to a schedule of eating out at the town's various eateries and we had a BBQ at the B & B where most of the Central Coast people were staying, so that social side of the week was very pleasant. The gliding was news in the town and we were welcomed wherever and when ever we were. There are not many nicer places to have this type of activity, too bad the weather did not oblige for longer during the week. However, the organisers had deliberately moved the event up a couple of weeks as in previous years the westerly winds came at this time.

There is always next year. The last day was good enough to bring people next year, and indeed that has been the history of the site year after year. It is always a change from flying over the same territory at Camden.

A suggestion from Dominique

There has been discussion about ways to increase our flying, and Dominique made the following comment. "One suggestion is to keep the gliders on the line until the end of the day instead of putting them back in the hangar early afternoon because you think no one wants to fly. There is still time to fly at 3 or even 4 in winter and people are more likely to jump in an aircraft when it's right there than go get one out of the hangar for a 20 mins flight. It is nice of members not to want to make other people take care of their glider, but it only takes a few people at the end of the day to put the gliders away, and if members are staying on, let them have the choice! I'd rather help at the end of the day put a couple of gliders away than try to get someone else to help me get a glider out again for a short flight."

I haven't seen any follow-up discussion, but if anyone else thinks that this is a worthwhile proposal perhaps they could put their thoughts to the Committee.

Reduced price for AEFs

Please note that, as a trial, the Committee has decided to reduce the price of an Air Experience flight to \$150 until the 31st October 2007. I have updated the web site accordingly. Derek

If you know anyone who might be interested in having a flight with us, point out to them that this is a good time to do so.

A note from AMO to the aircraft captains re soft polishing

It will cost us \$400 to have a complete polish from Camden Sailplanes for our aircraft or about \$120 for just the wings (Typical for DG1000) we need to do this as part of the upkeep to protect the surfaces.

Can we organise a day together with other volunteers (pressed into service) to complete the task. This is a soft wax polish not a hard polish. Hard polishing will still be done by Camden for the time being when the form 2 (annual) is carried out.

Please send your thoughts back to me quickly for a suitable date in October, and look in the log book for pilots who fly these aircraft. You have my permission to play hard-ball with them, to be there on the day we decide to do this job.

Pilots who are taking gliders away for club racing and camps are also top candidates for helping in this task. I have, or will have, cloth and acceptable wax and polish for the available. Note: not all products on the market are acceptable for the aircraft skin. This should also be looked upon as training in aircraft preparation for pilots who will go to camp or comps, as no doubt they will want to have the best surface finish (and hence performance) for tasks they will be attempting.
Cheers William Kirkham AMO.

Although addressed to the aircraft captains, I thought that all members should see Bill's note. Keeping our gliders in good condition will not only improve performance and appearance, but also increase longevity. Ed

Nationals at Temora

Paul Matthews has been approved by Committee to enter the Multi Class Nationals at Temora. The dates are 14-25th January 2008.

IAR Brasov

Brasov, where our IS 28s were manufactured, is a picturesque town in central Romania, dating back to the eleven hundreds. The company IAS Brasov was established in the inter-war period and built fighter aircraft, and as Romania was on the side of the axis powers in WW2, these were used against the Soviets.

More recently, apart from gliders and motor gliders, IAR Brasov has produced Allouette and Puma helicopters.

But a more attractive product of Brasov is the young lady on the right who was a guide on my recent trip to Eastern Europe.

Her name is Catalina – a name associated with aviation, giving me two excuses for including her photo. Anyway, it's a change from all those hairy-legged glider pilots.

The costume is, of course, Chinese, not Romanian. Worn for a fancy dress affair.



Wave Camp Bunyan 2007

By Richard Frawley

Not the best year to take up gliding you could say. Drowned runways, closed airports, weeks of sodden overcast and over-wrought political gatherings interfering with our fine pleasures indeed. Nevertheless, I now have my C certificate and have the Silver firmly in sight, thanks to getting the stick time and valuable experience at our recent away events at Gloucester and Bunyan, activities I can highly recommend to our membership.

It's the usual pattern I have found with 20 years of model aviation (mainly the non oily variety) as well as windsurfing in my more active youth, whenever weather is being entrusted to perform, on the average it seems to not. So it goes, I attend a ridge camp and I get thermals, and as Murphy has it, even when we get the best snow generating winter we have had for several years, and weeks of strong westerly winds, we turn up for the wave and old man weather turns it on with solid spring conditions complete with gentle, moist Easterly winds that afford some very soarable ridge conditions. It was said that due to the orographic lift, that the clouds did indeed suck!

The airstrip complex at Bunyan is owned by the Canberra Gliding Club, they being our kind hosts for the week. Funny mob those government guys though, friendly, hospitable and good for a drop of red, but threaten the assembly of a metal glider and they all seem to exhibit a sudden allergic reaction to aluminium and ferrous parts.

Rumour has it, that the first day of the camp did offer some soarable wave, but being indisposed with family commitments and not able to arrive until Tuesday, I am of the firm belief that it was just another of those “ahh mate, you should have been here yesterday” exaggerated tales.

Bunyan, for those not yet having the pleasure, is a huge field of several hundred hectares, nestled between the Monaro highway and the ranges and offering 5 wide grass runways aligned to the most common wind directions. Situated in an area of undulating and somewhat tree-free but stone encrusted farmland of the Murrumbidgee River and punctuated by the ridge at the western edge of the field, Bunyan is visually spectacular both from the ground and the air. On every flight, I had the additional pleasure of very capable avian company. It seems that several families of wedge-tail eagles populate the area and are not all fussed by the intrusion of friendlies into their airspace.

Bunyan is just a short drive north of the Cooma township, where due to both seasonal and agricultural income, the accommodation and eateries are of suitable quality even for the more fussy in our group (errr me!)

Among those present was Don Palmer in his previous guise as Expeditions Officer. He did a fine job with tugging and placing newbie glider pilots into the lift.

The conditions on the Tuesday were to set the tone for the rest of the week, cloud base was at a maximum 3000' AGL above the field, making a much smaller usable band over the crests of the ridges. Although there were significant build-ups, cloud formation was being triggered by orographic flow and not ground heating. Drop much below 700 feet under cloud base and apart from some valley funnelling along the ridge, lift was pretty much non-existent, and sink up to 5knots was not uncommon. As the clouds were truly sucking up along the ridge, this led to some quite powerful (7 – 8knots) but rather narrow updrafts as the wind funnelled the ridge. It was possible much of the time to traverse the ridge and maintain height but with some hunting and focused flying, it was possible to find the narrow lift pockets and get to cloud base with some excellent rates of climb.

Those pilots flying gliders with longer legs (I was using the Astir) able to search and penetrate back into the Easterly stream were able to seek out quite nice conditions further to the west. All the time of course the Snowy Mountains, still covered in winter glory were strikingly beautiful on the western horizon.

Wednesday morning started with a brisk walk around Cooma for those not tied to their laptops. There is ample choice of breakfast establishments in the town to get the day started in a hearty manner.

What started out as a very dark and gloomy morning with fog and low level cloud at 500 feet AGL, putting a damper on our enthusiasm, soon returned to similar if not better conditions than on Tuesday. There was the occasional rain shower, with the odd phenomenon that the lift tended to be much stronger on the downwind side of the cloud (the sunlit side). Again the ridge offered good soaring conditions, though on a couple of occasions for no obvious reason the lift turned off and soon gliders were sitting on the ground.

Thursday unfortunately was rained out with showers and low base (below ridge level) preventing any chance of aviation being committed. A quiet day, with most of the Camden lads taking an afternoon drive to view the local countryside at ground level. Rocks seem to breed very well around the region, some growing to a reasonable size and many having taken a course in bush camouflage.

Thursday night was social night with most attendees from the 3 clubs (Canberra, Camden and Adelaide) being presented with an interesting and very memorable evening of camaraderie, poetry and Bavarian fare at the Transylvanian Restaurant, located just across the highway from the Bunyan Field. The local wine did seem to contain alcohol, though other ingredients would require a more thorough investigation. A long time Canberra member, who was not only an experienced pilot but also a very capable poet, entertained the assemblage with very capable renditions of well known Australian poetry to great enjoyment of all those present. Swapping stories, gaining some new knowledge, and expanding the circle of friendship were very much the order of the evening.

It seems that the weather gods were determined to continue the bout of non-seasonal weather, with a light moist Easterly still the primary driver for lift. Friday was a little more challenging than Wednesday, but once in the suck zone, some excellent lift was to be enjoyed. Several clouds in the area were slow moving and grew to considerable size and took to doming underneath to the enjoyment of those willing to explore that area.

Friday night saw the clubs coming together for a gastronomic feast at the Cooma Thai. An excellent establishment in the main street, though I think they were a little overwhelmed as production lagged behind demand, but I must say that the wait was worth it, as the food was excellent.

Saturday morning and it was time to play pack 'em up and make the way back home and see the westerly airflow once again return on Sunday for the next 5 days...arrgggghhh!!!!

Although it was not a week for wave it was a still great week to get some excellent stick time, to reacquaint with friends, make new friends and to store away some excellent memories.

Apart from slight damage to the Jantar during trailer removal back in Sydney (please be very careful guys, do not endanger yourself or the gliders), it was an incident free week, all planes remaining serviceable and fully operational.

Our thanks are again extended to the Canberra club for their very welcome invitation and welcoming and trust that next year the wave gods will be more in our favour.

A reminder from the bank

When making out cheques for your flying, please write Southern Cross Gliding Club in full, not just SCGC or Southern Cross GC. Less chance of a mistake occurring I was told.

Until next time – have some good flying.