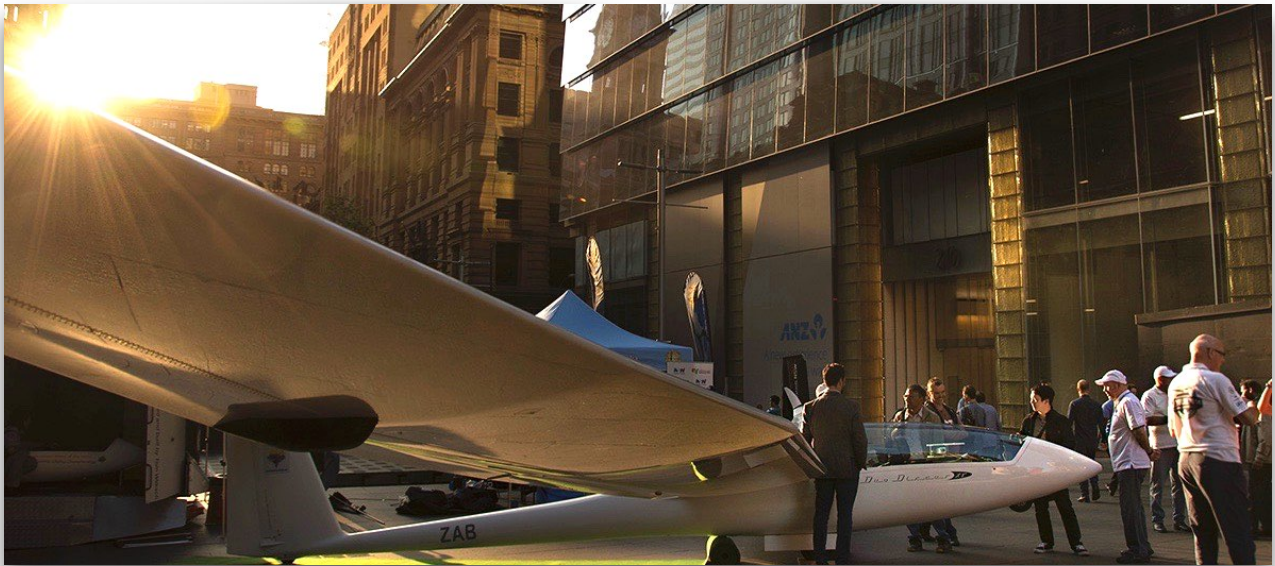


The
Southern
Cross

JOURNAL

PO Box 132 Camden NSW 2570 | www.gliding.com.au



President's Thermal

Our membership has declined in the past year. Sadly, this is the trend with most clubs, not just gliding clubs. We should continue to do our best to keep our club



interesting for both our members and our visitors giving both the best experience whenever they come. For our non-retired members, I understand that spare time is becoming more precious.

(Continued Page 2)

Glider lands in city!

By Anne-Marie Ranft

We were warned. If you go down to Martin Place today you're sure of a big surprise. Many Southern Cross members volunteered on Friday October 9 for the promotion in Martin Place for the 9th FAI Junior World Gliding Championships to be held at Narromine.

I arrived at 7:30am to find the Duo Discus from Lake Keepit already rigged and attracting interest. Many of our members were there (including Ian Caldwell, Dave Boulter, Bruce Ogden, Michael Brandon and Ada Lim), and we assembled the simulator and marquee.

An hour later the media show was in full swing with various State Ministers, Narromine's Mayor, GFA representatives and Australian Junior Team Member Matthew Scutter posing in the glider and speaking to the media.

(Continued page 4)

President's Thermal

(From Page 1)

I also understand that some of our retired members find the current economic situation makes it tougher for them to come up with extra play money. Bank interest rates on savings have steadily declined over the past few years and the age pension has not risen to match each year's CPI. Also some members 50 years and older are finding it much harder to either seek or change employment.

I urge you to take advantage of the club's generous bulk flying schemes - our way of keeping costs down and encouraging more flying.

Most of the new committee has now met since the AGM and there are lots of jobs to be done for many of us.

Our IT specialists are working to perfect our electronic log, adding systems to cut down the workload of our precious volunteers and adding extra features.

Now for some good news. We have not bought any new gliders for a few years because our present fleet has been servicing us very well.

Now the committee is looking seriously at buying a single-seater replacement. Our self-insurance fund has reached the target figure, so any cream from now on can be set aside for another glider purchase - providing of course that we have no crazy unexpected expenses.

The Airport Plan for Badgerys Creek has just been released for public comment - you can see the plan in detail at westernsydneyairport.gov.au.



Ken McCracken with Dave Boulter on duty in Martin Place.

I know many members are concerned about how this will impact on our operations at Camden.

In my opinion, the new airport will not affect us for another 10 years while the government continues to fiddle around.

Until they get plans and funds to build all the infrastructure including a fast rail link to either the city or Parramatta, the airport may well be stalled. When Badgerys Creek eventually becomes active, I think Camden airport will most likely stay but with more height restrictions.

I'm hoping the worst change would be to reduce our ceiling to 3,000 feet as far as The Oaks, and we could work with that. Within the next 10 years motor gliders will become better developed and more reliable, and that may very well be the way of the future for us.

On a personal note, you may have noticed that I have not been so lively on the field for the past six months.

To keep my power licence, each year I have to pass an aviation medical test, which includes a stress test - an electro-cardiogram to see if the heart is working properly.

I failed that, and further tests discovered that I was 99 per cent jammed up in one main artery. (Thanks CASA for insisting on this test!)

I had surgery to insert four stents and I have recently been cleared to resume power flight.

For gliding and driving all I needed was a rest for four days, but safety is very high on my agenda so gliding was also given a rest.

(During the break from flying I got lots done at home and about the farm!)

(Continued Next Page)

President's Thermal

The good news is the doctors tell me that I am in better shape than I was 10 years ago and I feel much better. I strongly suggest you all think about your own health, especially if you are a bit overweight or have a family history of problems. These tests obviously save lives.

In the past few weeks I have been revalidated to tow gliders and instruct. I anticipate being a standby Tuggie or Instructor especially while we are experiencing a shortage of instructors, so I'm hoping to spend more time at the field.

Something that has niggled me recently is hearing some members have changed clubs so they can become more advanced. Some of these were good regular members. This term as president, I will be actively encouraging advancement for members. We all need to have something to strive for. I have already been talking to the instructor panel to urge a more active instructor selection program.

I would encourage all members to keep current, to strive for passenger ratings, to advance through the fleet, and to anticipate and become involved in our camps and in competitions.

Cross-country flying has also been declining. It is easily doable with the correct training. Again camps and competitions are the key to getting the most out of our wonderful sport.

My recent health scare has made me appreciate even more that life needs to be lived and enjoyed. I can think of no better way than having gliding as a major part of your life.

.....
*Many thanks to **Ken McCracken** who is hanging up his Tugmaster's hat after many years of service. He's done a great job of looking after our precious tugs and our even more precious tug pilots.*

*Best wishes to **Richard Shemtob** who has volunteered to take over the role. Ken is slowly going to get Richard up and going - there is a lot to hand over.*

.....

– Don Palmer

Congratulations to this year's Southern Cross Gliding Club Award Night winners.

BOB SMITH MEMORIAL TROPHY. Encouragement Award	Don Hilliar
WALLY MAURER MEMORIAL TROPHY. For the Most improved pilot	Stephen Andrews
NORMA JOHNSON TROPHY. The Quiet Achiever Award	Anne-Marie Ranft
CARTER FELLOWSHIP AWARD. For Outstanding Service	Eddie Pike
BERT AND NORMA JOHNSON TROPHY. The Quiet Helper Award	Clifford Stephenson
GERALD (DICKIE) BIRD TROPHY. For the Outstanding Student Pilot	Daniel Jamieson
DENNIS MATTHEWS TROPHY. Most Improved Competition Pilot	Niall Doherty
RAY MORTON MEMORIAL CUP. Situational Awareness Award	Cliff Jefferies
JOHNSON MEMORIAL TROPHY. Instructors Award	Rod Ferrier
PRESIDENT'S AWARD. For Meritorious Service	Taso Viglas
WOODEN TOWBALL AWARD	Tim Brodie

Glider lands in City!

(from Page 1)

By lunchtime, the morning's clouds had cleared to a blue sky but with no discernible lift - which for once was convenient!

There was a good crowd of interested onlookers being attended to by the vast team of Southern Cross and other club volunteers. Popping the sustainer engine always increased interest from passing blokes.

Ada Lim and Michael Brandon managed the simulator experience.

AEF flights were sold. In the evening there was still a fair bit of interest in the glider by people on their way home, or coming out to party.

De-rigging was smoothly organised and I gave my usual assistance by keeping well out of the way of the 20m wingspan.

Serenading was performed by a nearby busking saxophonist.

FAQ

- Yes, there was a glider (Duo Discus from Lake Keepit) in the middle of Martin Place!
- Yes there was a simulator (from Narromine).
- Yes, there were politicians.
- Yes, there was Australian Junior Team Member Matthew Scutter.
- Yes, there was media, including Channel 7.
- Yes, there were representatives from the GFA.
- Yes, there were volunteers from Lake Keepit, Central Coast, Narromine, and of course, *Southern Cross Gliding Club*.

There's a news clip at <https://au.prime7.yahoo.com/n3/news/a/-/local/29771385/narromine-tourist-boost-video>

Pictures by Anne-Marie Ranft



Above: Michael Brandon briefs a visitor on the simulator.



Right: Our CFI Eddie Pike on duty with Max Jamieson.



Matthew Scutter with Stuart Ayres, Minister for Trade and Tourism, Paul Matthews from the GFA and Narromine Mayor Bill McAnally.

Right: Ian Caldwell spreads the word about the joys of gliding.

Below: It's all over - good night glider.





The sun glints on the Duo wings as Ian Steventon heads back to land at Bunyan.

High life: Bunyan Wave Camp 2015

Southern Cross had five members at Bunyan for the 2015 Wave Camp hoping for some high-altitude experience and, fingers crossed, maybe a height Diamond badge. Julian Holmes and John Sharpe were there with the club DG303, Rod Ferrier brought his Jantar, Ian Steventon came with his Duo Discus and Phil Endicott brought along the Philatus.

Canberra Gliding Club made us all welcome. There was a blazing camp fire near the clubhouse to offset the chill in the air. Its main purpose became clear later when dinner was cooked in camp ovens - curries, rice and fresh-made damper. The next night the fire produced a second feast - a variety of meats and potatoes cooked in the coals hangi-style. Excellent!

The weather wasn't quite up to the standard of the hospitality. On the Saturday (September 20) thermals were going up to the 6,500 ft cloudbase and there was a sea-breeze front producing lines of lift. I had a couple of pleasant hours going to Bredbo and back a couple of times.

The next day I soared to 7,000 feet for 45 minutes, then came back to let Julian fly. Unfortunately the lift then gave out.

Sunday was Julian's turn with the DG303. There were good thermals under cumulus and some wave about. Julian found the wave and managed to top 11,000 feet.

Ian Steventon and Rod Ferrier climbed to 11,650 feet in the Duo Discus. That was about it - the wave wasn't strong enough for any Diamond height chances (You need a gain of 16,405 feet, that means about 23,000 feet from a Bunyan launch). Monday brought strong winds, but from the wrong direction, and a low cloudbase.

A few of us parked our gliders on the launch point and sat around for a couple of hours, but the clouds never rose enough to make a launch worthwhile.

Tuesday was a washout - rain and a top temperature of 9 degrees. Wednesday was also rainy, and with the forecast for the rest of the week looking poor we decided to pack up. We de-rigged trying to dodge the rain showers and keep the glider dry.



Despite the conditions, there was plenty to learn at Bunyan and loads of interesting pilots to talk to.

We were given a thorough briefing on high altitude flight by David Pietsch from Canberra GC. David has produced a set of training and safety notes for the wave soaring camp. He stressed the safety aspects of flying high and the importance of a reliable oxygen system.

He introduced us to some new information from a highly-regarded book about wave flying, *Dancing with the Wind* by Jean-Marie Clement.

You can see details of the book and some reviews on the Cumulus Soaring website <http://www.cumulus-soaring.com/books/Clement/DancingWithTheWind.htm>.

Clement covers many aspects of high-altitude and mountain flying, but David was most interested in his advice on oxygen systems.

On-demand systems such as the Mountain High equipment used by Southern Cross, have several settings to vary the amount of oxygen delivered through a nasal cannula each time the pilot inhales. The system is designed to save



Phil Endicott figuring out how to add extra wingspan to his faithful Philatus.

oxygen by delivering just the right amount needed.

However, that might not be enough for older pilots. The new advice was for pilots aged 50 and over to use the F or facemask setting (even when using a cannula) because this delivers more oxygen than the usual D setting and compensates for the deficiencies of older lungs. The bottom line from David was "You can't get too much oxygen."

Bunyan Wave Camp motto is "You have to be there" and "You have to take a launch". I think there should be another one. "You have to keep coming back if you really want that Diamond."

- John Sharpe



Threatening clouds as DG303 returns from a wave flight. at Bunyan.

How the badge rules have changed

Revised FAI sporting code and badge requirements

By David Ball
SCGC Certificates Officer

With the summer soaring season just about upon us, I thought that it would be timely to highlight to members some changes to the FAI Sporting Code and the implications that these changes have on FAI Badges. This article also includes a summary of the FAI badge requirements as well as some badge qualifying rules that need to be taken into account when planning tasks.

The revised version of the sporting code became effective on 1 October 2015. The revised version of the sporting code (and supporting Annexes) can be found at the following web address:

<http://www.fai.org/fai-documents>

Section 3 of the Sporting Code is applicable to Gliding. Aside from the sporting code itself, it is recommended that you review Annex C (Official Observer and Pilot Guide).

Annex C provides some very practical guidance in relation to badge attempts and also includes a number of worked examples to illustrate how the rules are applied - particularly in relation to turn points and start/finishes.

A summary of the rule changes can be found at the following location:

<http://www.fai.org/downloads/igc/BadgeRules2015>

Some of the notable changes in the October 2015 revision:

- Start and Finish lines are now straight lines only - no 90 degree sectors are permitted. The Start/Finish line is a 1 km line centred in the Start/Finish Point
- Silver C Badge - the requirement has been revised such that a straight distance flight of at

least 50 km from the release point is required. Previously the distance element of the Silver C required that the flight include one leg of at least 50 km. Now the badge requires that the first Turn Point be at least 50 km away from the release point - please note that loss of height corrections and Turn Point distance corrections do apply and must be taken into account when planning the task. See below for more information on these corrections.

- There is no longer any minimum distance between Turn Points - previously 10 km between Turn Points was required.

Badge Flight Requirements

The following requirements need to be taken into account when planning all badge attempts

- Maximum Loss of Height Rules for distance and duration apply
- Observation Zone Distance Corrections apply
- Official Distance is calculated as follows: $\text{Official Distance} = \text{Course Distance} \text{ minus } \text{Observation Zone Correction} \text{ minus } \text{Loss of Height Correction}$.



Loss of Height Correction

To prevent the situation where a pilot could take a tow to 10,000 feet and then glide down to claim a distance badge, the FAI imposes loss of height limitations on badge claims

Height Loss for tasks < 100km

Maximum loss of height must be <1% of the distance flown.

Pilots must take into account the difference in altitude between the start and finish point.

Example - for a flight (to a distant finish point) of 50km exactly:

Height loss of <500m (1640') is permitted (including difference in height between start and finish points).

In this example if the finish and start points are at the same height then a tow to a launch height of 2000' would invalidate this flight claim.

Height Loss for tasks > 100km

If height loss exceeds 1000m, a distance penalty of 100 times the excess height is imposed. If landing is not back at the starting airfield, then the altitude difference between the take-off point and the landing point needs to be taken into account.

Example:

- Takeoff from Cootamundra and get towed to 4000' (1219m).
- Fly a 320 km task
- Land back at Cootamundra
- Excess height is 219m
- Accordingly a penalty of 21.9km would be imposed
- Result would be that the flight does not qualify for a distance badge

Height Loss for Duration

A duration flight performance will be invalidated if the loss of height is over 1000m (using barometric data) or 900m (for GPS data)

Cylinder Distance Correction for Turn Points

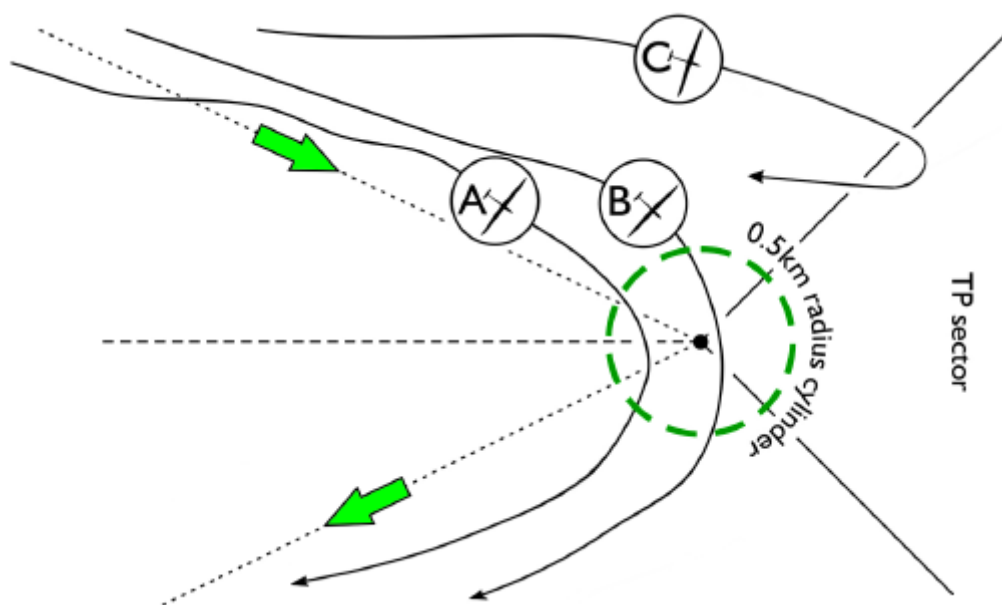
Observation Zones (OZs) are defined as the airspace a glider must enter to attain a Turn Point. Turn Points can be either Cylinders or Sectors:

Cylinder OZs are defined as the airspace within a vertical cylinder of 500m radius centred on a Turn Point - Cylinders are also known as Beer Cans. Each time a leg crosses a Cylinder OZ boundary, 500m shall be deducted from the length of the leg

Sector OZs are defined as a quadrant of airspace having its apex at the Turn Point. The radius of the Sector is unlimited.

A declared Turn Point is only met when the pilot enters the OZ - either a Cylinder or a Sector. In the diagram below:

- **Pilot A** enters the Cylinder OZ and must accept a 1 km penalty
- **Pilot B** enters the Sector OZ and does not incur a distance penalty
- **Pilot C** makes a quick turn after just entering the Sector OZ - there is no distance penalty imposed and this is still regarded as meeting the Turn Point criteria. This method can be useful if the weather over the Turn Point itself is not soarable.



Starting Examples

Here are some examples of various task starts and the implications on badge performance.

- **Pilot A** gets towed 2km along the task and then releases and starts the task without crossing the Start Line. The task length needs to be extended by 2km to compensate for this. If the flight was for a Diamond Goal attempt the task would be invalid as the pilot did not cross the Start Line.

- **Pilot B** releases and climbs and then flies around the back of the Start Line but does not cross it. The pilot has not passed through the declared Start Point but the point of release could be used for a distance badge claim (other than Diamond Goal).

- **Pilot C** releases and then crosses the Start Line but decides to climb to gain height - the pilot then recrosses the Start Line. The pilot can claim anything if the task is completed and the latest crossing of the Start Line is taken as the Start Time.

Badge Requirements

Maximum Loss of Height rules apply for distance and duration claims

Silver C Badge

Silver Distance - a distance flight to a turn point or finish point at least 50km from release

Silver Duration - a duration flight of at least 5 hours from release

Silver Height - a gain of height of at least 1000m (3282 feet)

Gold Badge

Gold Distance - a distance flight of at least 300km

Gold Duration - a duration flight of at least 5 hours from release

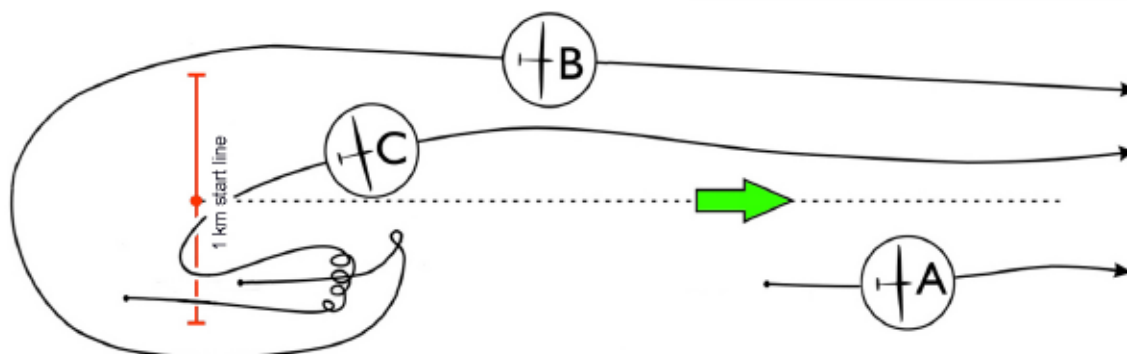
Gold Height - a gain of height of at least 3000m (9843 feet)

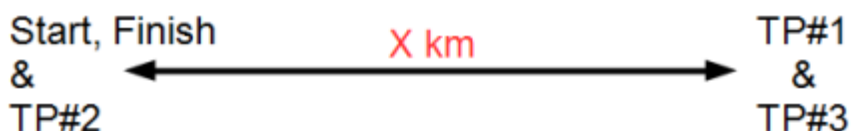
Diamond Badge

Diamond Goal - a distance flight of at least 300km over an out-and-return or triangle course (declared turn points and sequence)

Diamond Distance - a distance flight of at least 500km

Diamond Height - a gain of height of at least 5000m (16405 feet)





Turnpoint Examples

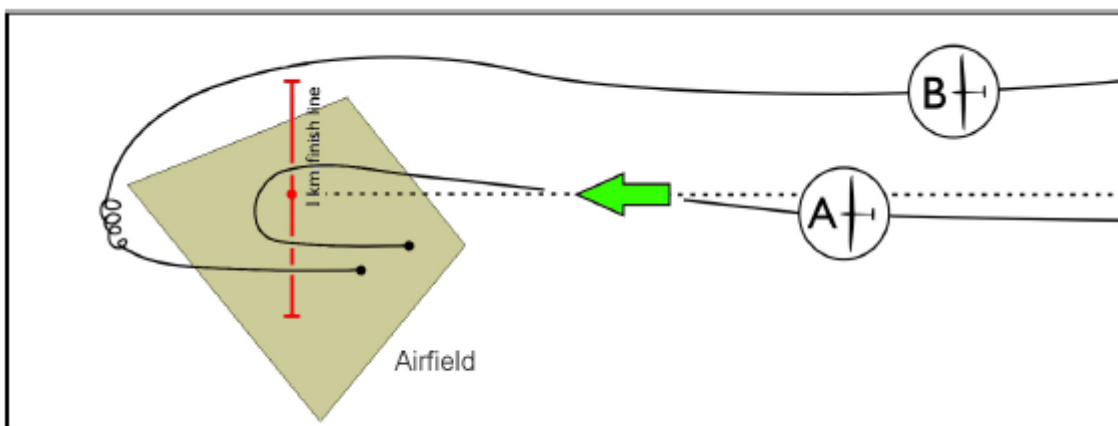
As indicated earlier, there is no longer any minimum distance requirement between turn points. For a three turn point task the same location may be declared as TP#1 and TP#3 as in the example above.

If X is at least 75km then the following course would be valid for Gold Distance badge attempts:

Start – TP#1 – TP#2 – TP#3 – Finish

If X is at least 125km the same course would be valid for Diamond Distance badge attempts.

As a reminder, the Start, Finish and all Turn Points must be included in the task declaration prior to take-off. If a Turn Point is to be used twice it **must** appear **twice** in the task declaration.



Finishing Examples

The diagram above shows two finishes:

- **Pilot A** crosses the finish line correctly. The height and time that he crosses the finish line is his finish point

- **Pilot B** crosses outside the boundary of the finish line but then crosses later from the wrong direction. His finish point and height then become the landing point on the airfield (which is short of the finish line - thus reducing his overall task distance).



Remember to cross the finish line in the right direction. This pilot appears to be confused.

Other Considerations

Other things to consider for badge attempts (and things to also bear in mind if you are attending the Christmas Cross Country camp at Cootamundra).

- Make sure you have physical copies of the area maps - I have found the Canberra area World Aeronautical Chart (WAC) (1:1000000) will cover most flights from Cootamundra. (These are available online from Airservices Australia, Concept Aviation at Bankstown, Theaviatorstore and other places. - *Editor*)
- Make sure that the Turn Point file in your flight computer (XC Soar, TopHat, etc) matches the Turn Point file that is installed in the club Nano Flight Recorder -



otherwise you may find that you have missed the Turn Point as recorded by the Nano.

- Remember that the file that is generated by the Nano is acceptable to the **Badge Lady** - flight records generated from XC Soar or TopHat cannot be used for badge claims.
- Learn how to use the club's Nano Flight Recorder and how to make valid declarations in the Nano.
- Do some flights with your flight computer from Camden - your first cross-country flight from Cootamundra is not the time to dust off your XC Soar device and work out how to program and fly a task.
- Prepare your outlanding kit - **Dave Boulter** wrote an excellent article on outlanding kits which is a great starting point to think through what you need to include. This article can be found in the Dec 2013 - Feb 2014 issue of the club journal on the website.

Sign up for Camp

Summer Camp this year will be run again at Cootamundra from the 26th December 2015 until the 16th January 2016. Cootamundra has proven to be popular with members in recent years, offering excellent facilities to run the camp plus good accommodation options and venues for eating out.

All members are welcome, including pilots who are not yet rated to fly solo or cross country from Camden as we will have DGI available for training flights.

However, those who want to fly solo cross country and have not done an outlanding in the previous 12 months must do an outlanding check (usually at The Oaks) prior to the camp, as

these checks cannot be done at the camp and are a prerequisite to fly cross country.

Those who plan to come should let me know by email ASAP, so I can add your names to the attendees list.

As in previous years the local showground will allow our club members to camp inside their shed and use the communal kitchen and toilet facilities for \$10 per night.

Pilots who are solo rated to fly the DG1000 can take the opportunity to fly with Derek Ruddock on cross-country coaching flights. Derek has a lot of knowledge about competition flying and our members can learn these skills from him.

Don't miss out!

- **Bill Nixon, Expeditions Officer**

Do you have any good stories to tell? A great flight? Great pictures? Training tips? Contact the Journal Editor, **John Sharpe** at editor@gliding.com.au. Please!

If you think Summer Camp is just for experts, this is this how a low-time trainee had fun at last year's camp.

By Ray Caldon

This is an attempt to give fellows trainees an idea of how you might be received and whether you will benefit from attending the annual cross country camp.

I arrived at 7am on week two of the camp just after some of the first wave of pilots had departed. I had decided to stay at the showgrounds with the other pilots. All in one big pavilion room with adjoining kitchen and a short walk to the shower block. Neat clean and tidy as you would expect at a typical country showground.

After introductions I was shown a good spot for my swag by a friendly gent with a voice like John Laws. He showed me the kitchen and how to find the shower block and even let me know the price of accommodation, \$45 per night payable directly to him.

What a nice guy!

First day nerves vanished and I settled in to the rhythm of the camp. Breakfast, ablutions and household chores by the throng with the weather gurus off in a corner discussing all manner of stuff, I wander over and take it in.

Explanations follow without me even asking and again I get a good feeling about being here.

Off to the airport where we have set up in a nice little club room.

The briefing follows with banter and joking at first, then pulled together by Rod and Ken who get the pilots' minds focused on the day's activities.

After the weather is discussed, pilots make their plans. I mention that I am a low-time trainee and the last thing I want to do is impinge on an instructor's cross-country flying time.

That matter is put to rest right away with the instructors assuring me it would not be an issue as they were all happy to have a mix of cross-country and instructional flights.

I am down to fly with Ken and before I know it we are in the DG1000 and ready for takeoff.

A great flight with Ken pointing out options around the field and letting me familiarise myself with new surroundings.

With all gliders back safe and tied down for the night it's off to the agreed dinner venue. Over drinks and food the days activities are discussed and dissected. I have many funny stories from these evening gatherings but I won't go in to them here.

And so it was, a typical day at camp with the trainee as much a part of proceedings as any other pilot. Hang on I hear you say isn't this a cross-country camp?

Well yes, but I didn't expect to be flying all over the countryside, I'm just learning this caper! So I was little unprepared for day two. With the weather briefing informing of lift to 5000 early rising to maybe 8000 later on Rod asked if I would like to fly with him.

Sure! Well, after maybe 40 minutes of flying around thermalling up with my flying seemingly improving, Rod suggests we might fly over to Young. Um how far is that? Oh 30k or so.

We flew to Young and back, getting up to 8000ft in thermals that to me were so strong it was amazing.

Getting back to Coota was easy so we headed off again this time to Temora.

We shared the flying so I got a chance to take in the countryside and get a welcome relief from the intense concentration needed by an early trainee.

Rod was getting luckier than me with the thermals, easily rising 2000 feet and more in no time. I managed a few climbs over 1,000 feet but somewhat slower.

We were flying along, topping up as necessary and even flying fast along cloud streets and maintaining altitude. Absolutely the best flying experience of my life.

This gives you some insight into what a trainee can expect at camp.

And by the way be careful of that distinguished sounding guy. I have since found out the cost of accommodation at the showground is \$10 a night, not \$45!

P.S. Will I be going to another camp? Hell yeah!

Longest Flight of the Day Competition 2015

By Rod Ferrier

Our loss of flying days due to poor weather has continued over the winter soaring season. In the year to the end of October, we have flown on 154 days out of a possible of 216 days (excluding Tuesdays and Thursdays).

Let's hope that the weather improves for the run-up to Christmas so that fewer days have to be cancelled. The flight statistics to the end of October 2015 are shown in the table.

The LFOTD is perhaps the most significant of the competitions run by the club throughout the year, and carries with it fantastic and unbelievable prizes for the winner.

The exact nature of those prizes must, however, remain confidential between the club and the winner. You will just have to win to find out what you get!

The rules of the competition are simple:

1. A point is awarded for the longest flight on each day at Camden
2. Launches higher than 3,000' do not count
3. The person paying for the flight is eligible for the point (instructors are not eligible unless on a solo or mutual flight or on their annual check)
4. Motor gliders are not eligible
5. The point is shared if the longest flight is a mutual flight or if there is a tie for the longest flight.

Our leader from the last report, David Fagan, has reduced his involvement in gliding, which has allowed Barry to streak out in front. Barry already has 8.5 points, which was enough for last

	<i>Average of longest flight</i>	<i>Longest flight</i>	<i>Days flown</i>
January	1:22	3:02	16
February	2:02	3:32	15
March	1:46	4:11	18
April	1:07	3:30	10
May	1:17	3:04	15
June	1:13	3:01	13
July	1:03	1:48	16
August	1:28	3:13	18
September	1:48	3:12	14
October	1:28	3:21	19

year's winner, but with Paul close on his heels, Barry will need to work hard to stay ahead for the remainder of the year.

Barry does have the advantage that Paul only gets half a point when he has the LFOTD, because he's always in the DG-1000 on a mutual.

Then again, Barry is also a keen DG-1000 pilot who also occasionally has to share the point.

We now have 75 different names on the list for the LFOTD competition, which is more than we had for the whole of the 2014 competition – and which is more than most clubs have members.

It's great to see that even newer members achieve the longest flight of the day, despite the handicap of having to take an instructor with them.

Still a couple of months of great soaring to go until 31 December, so get on out to Camden, hop into a glider and accumulate those points!

Results to end of October

<i>Points</i>	<i>Name</i>
8.5	Barry Greaves
8.1	Paul Rindfleisch
4.8	Ray Caldon
4.5	Taso Viglas
4.3	Richard Shemtob
4	Anne-Marie Ranft, Bernie Baer, David Fagan, Joe Veness, Maciej Bartosik, Niall Doherty, Steve Bourke, Vlad Shurupov.
3.5	Glynn Morris, Graham Trout, Michael Karas,
3	Andres Webersinke, Donald Hilliar, Fred Best, Les Bliem
2.8	Alexandre Darani
2.5	Hamish Campbell-Whittaker, Matthew Jones, Peter Gould,
2.3	Ian Caldwell
2	Bruce Ogden, Clifford Stephenson, Julian Holmes, Justin Couch, Petr Zuzunek, Reinier Renckens, Tim Brodie
1.5	Christina Peters, Les Mitchell
1.3	Greg Dillon, Mike Woolley
1	Ada Lim, Alex Wyatt, Andre Wilson, Andrew Rickard, Andrew Simpson, Bell Ryan, Ben Pout, Bruce Willoughby, David Gailey, Derek Ruddock, Eddie Kropkowski, Eric Deuxberry, Ethan Mitchell, Geoff Uther, Ian de Ferranti, Ivan Millington, Jeff Furolo, John Carswell, John Sharpe, John Steele, Joshua Gould, Kevin Skues, Mark Barnfield, Matt Moore, Max Jamieson, Nicholas Garling, Peter Brew, Peter Gray, Peter Sikora, Peter Watherston, Ruben Rubio Rey, Simon Bold, Thomas Northall-Little, Victor Tapchenko
0.5	Clive Potter, David Ball, Rod Ferrier, Bill Nixon.



Vale Frank Crowe

By Ken McCracken

Readers will enjoy Frank's son Mark's eulogy below and pick up where in Frank's life he came to the sport of gliding.

I was fortunate enough to have entered gliding about the same time as Frank and easily became a fellow traveller as we clawed our way forward to an acceptable level of competency, enough to be trusted as a solo pilot.

Frank was a standout in his unaffected humble demeanour while earning a high level of respect from all within his field of influence. I was no exception and have to say that it influenced my own behaviour for the better.

I recall one conversation that I had with him when I asked if he was looking forward to being an instructor one day.

His reply was "First I need to feel that I can be trusted with my own skin".

Frank was proficient in everything he did. He progressed through the club's glider fleet, participated in club cross-country camps and earned himself a double diamond (the third being elusive but I'm sure if he had been able to make the time, he would have secured the triple).

Toward the end of my term as club CFI, Frank became my deputy, eventually taking the baton and forging a sound reputation for effective management of the club's training and our band of instructors.

I think that few of our current members would know that the club's Standard Jantar used to be Frank's personal glider. It was initially jointly owned by member Bob Smith and Frank. Bob sadly lost his grip on life through cancer and so Frank purchased Bob's share from his estate. Together they were a formidable pair of glider pilots.

Sadly it was Frank's medical problem that contributed to his accident in the IS28 ZAY. I'm not sure how many he shared this with but he was humble enough to do so with me and all I



wish to say is that he was oblivious to the problem until the accident.

I believe Frank would have been flying gliders for a lot longer only for the medical issue.

Of Frank's many attributes, one thing that distinguished him was his total impartiality and his character to edify rather than to criticise or condemn. In all of the time I had known him, I never heard him say a bad word about anyone.

Southern Cross Gliding Club lost a good son when Frank departed the scene and anyone who knew him would have experienced considerable sadness on his passing.

Our club was well represented at his funeral service - testimony to the high regard in which Frank was held by those club members fortunate enough to have known him.

Frank Crowe

(12 September 1928 – 5 February 2015)

Extracts of the eulogy which was delivered by his son Mark

Born on 12 September 1928, Dad was the third child of Francis Joseph Crowe and Alice May Crowe (nee Duffy).

Dad very much admired his father, a mechanic by trade and an entrepreneur in spirit. In the early 1900s he built a car from scrapyards materials.

After working in his garage at Waverley, Dad's father moved the family to Liverpool to pursue his idea of running a public golf course. It proved to be an inspired decision and a portent to the growth of the golf industry in Australia and indeed around the world.

Dad's early years in Liverpool growing up on a golf course were in many ways an idyllic life. However being the youngest in the family he drew the short straw and had to sleep outside on the front verandah, which was certainly refreshing on a cold winter's morning.

With the golf business becoming a success, the family moved to Georges Hall to begin working on the development of Riverwood Golf Course which was subsequently opened in 1938.

While at school he helped his father on the course and became a very good golfer. However the prize for the best golfer in the family went to his sister Marie who became the NSW junior golf champion.

While Dad could drive a ball a great distance, he wasn't always as good tracking other golfer's shots and much to his detriment when riding his bike across a fairway one day he looked up when he heard the ominous call of "fore". He was knocked out cold and spent three days in hospital.

For high school he attended St Patricks College, Strathfield, and later he was sent to boarding school at St Ignatius College, Riverview.

Riverview, like St Patricks, was a wonderful experience for him.

He developed a love for rowing which was no doubt the beginning of his fascination for adventure sports.

After school he was required back at Georges Hall where he worked on the golf course seven days a week starting the day at sunrise as a greenkeeper, followed by working in the club office and even then back out on the course at sunset to play a few holes of golf. Sometimes the greenkeepers would begin work at 3 am to beat the searing heat.

And if the heat wasn't enough, adversity would strike in the form of regular flooding from the Georges River.

After the water receded the family would return to their house which was built on stilts, taking extra care in opening the cupboards where agitated snakes had often found refuge.

The 50s and 60s were good years for golf and this led to the opening of Greenwood Golf Course at Hammondville.

Dad still found time to complete a part time management course at Bankstown TAFE. Like most of his family he enjoyed music mainly classical and being in the 50s he developed a keen interest in jazz.

Photography became another great hobby.

Dad's ear was not so much attuned to the sound of galloping horses at nearby Warwick Farm but rather the roaring noise coming from the motor racing circuit that sat mainly inside the horse racing track.

His savings were dedicated to purchasing and importing from the UK an Austin Healey Sports 100.

It was his dream car - one of only five in Australia, which caught people's eye wherever he went.

Often on the long trip back to Georges Hall he would, once past Bankstown, open up the throttle and hit 120 mph (or nearly 200 km/h), along Henry Lawson Drive.

About this time his sister Marie became a doctor, while his other sister Patricia studied science and became a dietician.

Dad met his future wife Shirley through Patricia while she and Shirley were working as dieticians. They were married in 1959.

After leaving the golf business, Dad ran a newsagency in Campsie with Michael Zador. At least he didn't flinch when it came to early mornings.

He did however finally get to travel overseas which never really was previously possible given the demands of working seven days a week.

Of course the trip to the USA could not be taken without experiencing some jazz in New Orleans.

By now sailing and gliding had become his main hobbies.

He raced Corsairs at Botany Bay, Etchells in Sydney Harbour and flew gliders at Camden.

He made many new friends. He was thrilled to be invited to crew in the Sydney to Noumea Yacht race. He was perhaps less thrilled about the extreme conditions they encountered which left them without radio contact for two days. Somewhat chastened he stayed inside the Sydney Heads after that episode.

He became a highly regarded gliding instructor eventually succeeding gliding colleague Ken McCracken as Chief Flying Instructor of the Southern Cross Gliding Club at Camden.

He also served the clubs President for several years.

One incident (an extremely rare occurrence in the safe sport of gliding) nearly bought his gliding career and that of a student to an early finish.

During an introductory flight, the airbrake settings caused the glider to quickly descend

while Dad's attention was distracted, resulting in the glider not having enough height to make it back to the airfield. Only a very small paddock provided an option to get the glider on the ground.

Dad managed to do that without going through a fence however, not without damage to the glider. Both Dad and his student were relatively unharmed.

Dad was lauded for the way he was able to manage the situation and minimise the damage. The student when questioned during the routine investigation as to what sage technical advice Dad provided to him during what may have been those last fateful seconds, he quoted Dad as saying "(Expletive!) We're going to crash, sorry".

It was a testament to Dad's reassuring style as an instructor that the student came back for more.

In 1988 mum and Dad moved to a unit in Drummoyne. Further trips overseas followed. Mum and Dad became regular attendees at the Sydney Symphony Orchestra.

Dad's final years in care were tough for someone so active. Mum threw herself into visiting Dad nearly every day at Holy Spirit Croydon.

He received wonderful care from the people at Holy Spirit.

They genuinely enjoyed helping Dad as he was always polite and somehow still managed to come up with a witty quip that left everyone laughing.

He was a great man who will be sorely missed.

We can all learn a lot from Dad about how to live life to the fullest.

