

The
Southern
Cross

JOURNAL



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President's Thermal

I was very pleased to hear so many great stories of cross-country achievements



from our pilots who went to the Cootamundra Summer Camp. We had more members at this camp than

we've had for very many years. Lots of pilots came home with new badges or personal best flights. Impressive height gains and distances were posted.

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A camp to remember

By Bill Nixon

As Expeditions Officer I would like to thank all those pilots who came to the camp for making it the success it was. No amount of pre-camp planning can achieve what you have together done. The camp was a success because everyone involved played an important part in achieving the great result.

Your cooperation and hard work before, during the camp, and when we returned to Camden was exceptional. Thank you all.

The weather, thanks partly to the El Niño effect, provided us with conditions which were almost perfect. Only two days out of 23 were affected by bad weather preventing flying. On most days we had thermals working to at least 8000 ft and on several days up to 15,000 ft.

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President's Thermal

(From Page 1)

But the most important result was that everyone had a good time and a safe time, with no incidents or damage to report.

Socially, everyone got along well, helping each other and sharing the gliders in the best of manners. Bill Nixon did a wonderful job organising the camp and our members pitched in to make it a success.

Currency, enthusiasm and clear goals are the keys to a great time at camp. For those who unfortunately missed the camp, this is what we practise at Camden all year round.

New Glider

As I mentioned in my last thermal, the committee is considering options for buying a new glider. I'm pleased that club members have responded to our survey and shown their preference for a high-performance single-seat glider rather than a two-seater. The committee is now pressing ahead with deciding on a type and getting quotes from manufacturers.

See Rod Ferrier's report in this issue for more details.

Cabinet Reshuffle

There have been a few changes in the lineup of the club committee. Our new Treasurer is Rod Ferrier. He's an accountant by trade, so we can trust him with a bit of adding up and long division. Thanks to Rod for taking on the task.

Our former Treasurer, Martin Zoller, has been living in Melbourne for some time and wanted to pass on the job to someone else. Many thanks to Martin who has done a wonderful job with the club accounts.

We're pleased to note that Martin's mother, Maria Zoller, will carry on with her work dealing with club payments.

Rod's old job of Operations Officer has been taken on by Bruce Ogden. Bruce's former role of Publicity Officer has been taken on by Tim Brodie.

Weather Watch

January has been a difficult month at Camden with the airport hit by lots of heavy rain and storms. Despite this, we have managed to fly most days. The groundsmen at the airport have done a great job keeping the grass mown and our runways open whenever possible.

NOTAMs are put out by our groundsmen when they consider the runways are too wet to operate on. But be aware that these predictions can be pessimistic. Over the years these NOTAMs have generally been lifted earlier than first expected, with glider runways 10/28 drying out well before our main strip 06/24.

Years ago, before our website allowed pilots

to check the flying attendance list, members had to phone around to find out if flying was still on. Often pilots would travel from far away only to find there were not enough members to run the day, or an instructor or tug pilot was not able to make it out.

This frustration would sometimes

lead to us losing a pilot. Thankfully these days an instructor can place an alert or note on the day's flying list to tell everyone what is happening and avoid those problems. The website list is just one of the refinements the club has introduced. Our electronic flight log is also popular - letting you check on what great flights your mates are having on a day when you are stuck in the office or mowing the lawn!

Over the years the club, and the Gliding Federation of Australia, have worked continually to improve training and safety in our sport. We are now enjoying the benefits of this continuous improvement. I think we are fortunate to belong to our wonderful gliding club at this time.

– Don Palmer



Cootamundra from DG-303. (That's not the curvature of the Earth!)

New Glider Survey

Rod Ferrier

For a few days prior to the last committee meeting we conducted a short survey of members to guide the committee in determining the first issue associated with the proposed purchase of a new glider – should we buy a single-seater or a two-seater?

We had 57 responses to the survey, which was a great result given the relatively short period it was open. Thank you to those who took the time to give us your views.

The committee was initially divided on this question – a straw poll suggested about 25% of the committee wanted a two-seater and 60% wanted a single-seater (the rest were not initially committed either way). The results of the survey showed that, if nothing else, the committee is very representative of our membership; the results of the survey were:

- Definitely buy a single-seater 37%**
- Prefer a single-seater 19%**
- No preference 11%**
- Prefer a two-seater 19%**
- Definitely buy a two-seater 14%**

So in total 56% of you wanted a single-seater and 33% wanted a two-seater. Ignoring the strong opinions, those who expressed only a



preference were very balanced (not that the others were unbalanced), but of those members who were definite, there were more than 2.5 times as many who wanted a single-seater.

On average, the respondents had between 50-500 hours solo experience and held a Silver C, so the profile was exactly the members we are intending to cater to with the new glider.

Having decided to buy a single-seater, the committee is now exploring options as to which single-seater to buy. There is a general feeling that the new glider should fit in the fleet at around the DG-303 / Jantar position (i.e. after the Astir), and we are now looking at a Discus 2c, LS8s or HpH 304C (see table).

If you have any opinions, or would like to discuss the purchase, please contact a committee member. We hope to have the new glider on line for next summer’s soaring season.

Check the manufacturer websites for more details of these machines.

<https://www.schempp-hirth.com/en/sailplanes/discus/discus-2c.html>

<http://www.dg-flugzeugbau.de/ls8-modellpflege-e.html>

<http://www.hph.cz/>

	HpH 304C (Wasp)	Discus-2c	LS8-s
Wingspan	15m	15m / 18m	15m / 18m
Best L/D	43:1	45:1 / 49:1	43:1 / 48:1
Minimum Sink Rate	112 ft/min	116 ft/min / 112 ft/min	116 ft/min / 112 ft/min
Empty Weight	235 kg	270 kg/ 280kg	250kg / 265 kg
Maximum Weight	450 kg	525 kg / 565 kg	525 kg / 575 kg
Wing Area	9.9 m ²	10.16 m ² / 11.39 m ²	10.5 m ² / 11.4 m ²

Changes to GFA membership forms

Michael Brandon, Membership Secretary

The GFA has changed its membership forms, which entails a change to our processes for handling AEFs and new members. Duty Pilots and instructors in particular should take note.

AEFs

The old A5 (small) book of AEF forms has been withdrawn and replaced by an A4 (large) binder of duplicate forms. You can find the binder of forms on the desk in the pie cart.

As before, the yellow copy of the completed form is given to the AEF, and the white copy goes into a payment envelope and then into the money tin. There is no longer a pink copy, so you need to record the AEF's name against their form number on the sheet at the front of the binder.

New Members

The old A4 (large) book of GFA membership forms has also been withdrawn, and there are no longer pre-printed forms for 1 month, 3 month or 12 month membership; the GFA membership forms are now "print it yourself".

All the forms required to sign up a new member are now stapled together in a bundle of three A4 sheets, which you can find in the drawer labelled "Membership Forms" on the desk in the pie cart.

To sign up a new member, have them fill in all the required forms in the bundle: club membership form, GFA membership form (if

Congratulations!

Pilot achievements at Camden in the past few months include:

First Solo:

Ben Pout, Ada Lim, Ryan Bell and Alexandre Darani

A Certificate:

Les Bliem

B Certificate:

Les Bliem

C Certificate:

Ryan Shergold and Max Jamieson

they aren't already a GFA member) and GFA medical declaration. Don't forget to make sure they've paid!

Put the bundle of completed forms and the payment (or proof of payment) into a payment envelope and then into the money tin. There is no duplicate copy of these forms to give the new member, but they should receive a printed receipt if they've paid by credit/debit card.

I will put a printable copy of the bundle of forms up on the club web site in case you run out and need to print more.

In case you didn't realise, there is a detailed list of instructions on the back of the club membership form covering almost any membership situation you are likely to encounter. If you have any questions about the new forms or processes, don't hesitate to contact me. ■



On the Southern Cross short list: a Discus 2c with 15/18 metre span. This one was pictured at Lake Keepit.



Ray Caldon, Bill Nixon and Rainier Renckens discuss Cootamundra conditions before launching into the blue.

A camp to remember

(From Page 1)

This is not common and gave many of our pilots their first taste of flying well above 10,000 feet. The oxygen systems were in full use this year, something I have not seen at Summer Camps for quite a long time.

We should also thank Camden Sailplanes and our aircraft engineer, David Dent, for providing us with a fleet in serviceable condition. Excluding minor issues with the wheel brakes on WVJ and HDP we had no mechanical problems affecting operations. Ditto for the tug and our Tugmaster. The tug flew 195 launches at the camp, a figure not achieved since the 1980s, when the club would take the entire fleet to camps and there would be up to 30 pilots every day waiting their turn to fly. The odds of getting a glider allocated those days was about 30 per cent. If you went to the camp for a week and managed four or five flights you were happy.

The Camp Commandant used to get a lot of free beers at those camps, as pilots would try to bribe him into allocating them their favourite glider for the next day. Now things are different and on most days there are enough gliders for everyone who wants to fly. The Camp Commandant these days mostly has to buy his own drinks!

I also congratulate those pilots who completed badge flights and have put in claims

Some highlights

Andrew Simpson - 5 hours, 300 km Gold distance, Diamond goal and Gold height.

Michael Brandon - 300 km Gold distance, Diamond goal and Gold height.

Reinier Renckens - 300 km Gold distance, Diamond goal and Gold height.

Steve Andrews - 5 hours silver duration

Ray Caldon - 5 hours silver duration

Niall Doherty - Gold height

Max Jamieson - Silver Badge (duration, distance and height).

John Sharpe - personal best 444 km

Glynn Morris - personal best 285 km.

Paul Reynolds - Tuggie record of 80 launches!

to the badge lady. We hope their claims will be approved.

If I have omitted someone from the above highlights, please accept my apology but I have relied on third parties to provide me with the information. Those pilots who attend camps often achieve their personal best flights there and are able to make badge claims. I hope they also learn a lot of new things about gliding, polish their flying and navigation skills, and of course enjoy the social events at camps, which are an important part of the fun.

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See a Paul Reynolds time-lapse video from the camp at <https://youtu.be/Hcnp2UOXjnc>

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You get to know your fellow members at camps much better than you can normally at Camden. A week or more of spending all day at the airfield, helping others achieve their dream flight and sharing a meal together in the evenings is a great way to make new friends.

Personally I had some great flights in DGI with a number of pilots who wanted to learn to fly cross-country. One flight that stands out was with Reinier Renckens when we covered 243 km. Although we had a very difficult and slow start because the lift had just about disappeared shortly after we launched (a couple of gliders launching after us had to land and take a relight) most of our flight was between 10,000 and 12,000 ft. We had to cut the flight short because of thunderstorms near West Wyalong, which was one of our turn points and hence we did not complete the 300 km we were attempting. Another memorable flight for me was in GIE (Duo Discus) with Ian Steventon. On that day we made several climbs to 15,000 feet and flew over 300 km. There were lenticular clouds forming above the cumulus clouds and we tried on several occasions to get into the lift above the cumulus, but sadly we were unsuccessful. This cost us time and reduced the distance we were able to cover. But it was a very exhilarating flight and we both enjoyed ourselves enormously. For me it was a first opportunity to fly a Duo Discus, which I found to be an excellent glider, in some ways even better to handle than our DG-1000.

It was also nice to see two of our women pilots at the camp, Christina Peters and Anne-Marie Ranft. I was fortunate to take both of them on cross-country flights in DGI and I hope they enjoyed themselves and learnt a few things about cross-country flying.

Did we have any nail-biting moments? Yes. This was the day when Michael Brandon achieved his second 300 km flight of the camp.



Les Bliem had fun in the Junior. He also found time to create his own mini-thermal.

When it came to 7:30pm, nobody knew where Michael was in DGU and we started to worry. Everybody else had landed more than an hour earlier. Surely Michael must have outlanded, we thought. All the cumulus had evaporated, the sky had turned blue and the indications were there was no more lift. We tried to raise Michael on the handheld radio with no response. We were expecting one of our phones to ring with Michael calling for a trailer retrieve. Then Paul



The Camp Commandant tries to contact Michael.

Reynolds decided to try the more powerful radio in the tug. He managed to get through to Michael, who indicated he was somewhere between West Wyalong and Temora, not very high and looking for lift. The consensus at Cootamundra base was that Michael could not make it back to our airfield, and landing at Temora, if that were possible, would be the safest and best option. He could stay overnight with the other SCGC pilots flying at Temora and take a launch the next day to fly back to

Coota, avoiding a trailer retrieve in the dark. Some of our team decided to go to the Central Hotel and have an early dinner in case they were needed to retrieve Michael from a paddock.

(Continued next page)

Three of us stayed at the airfield to help in case Michael did make it back, monitoring the radio for the latest reports. After a long silence Michael reported he was halfway between Temora and Cootamundra. He was keeping Temora in mind as a fallback, but was determined to make it to Coota.

By now it was well past 8pm and Michael was warned about the rapidly approaching last light. As the L2 instructor in charge I was getting misgivings. I wasn't aware that Michael was determined to complete a 300 km badge task, and couldn't understand why he would not have chosen to land at Temora.

I was relieved when Michael radioed he was 10 km out and had final glide. He landed safely and told us he had completed his 300 km task. We congratulated him, tied down his tired glider

and rushed to the Hotel just in time to order dinner before the kitchen closed at 9pm. Another exciting day at Cootamundra!

Another year, another camp. Those who attended the camp were rewarded by some great flying and camaraderie. I hope to see them again at next year's camp, as well as a lot of members who have not yet been to camps. Trust me, you will enjoy yourselves and see gliding in a completely different light after you've been to one of our camps.

Pilots who go to camps tend to stay in our sport and club longer because they discover the essence of what gliding is all about - Cross-Country flying.

Start planning now, next year's camp will start on Boxing Day and run for three weeks. See you there! ■



Above: Gourmet grub: Ken McCracken cooks up a delicious stir-fry at the Coota showground. *Picture by Tim Brodie*

Left: Lenticular clouds above the cumulus taken from 15,000 ft. *Picture by Bill Nixon.*



Ready to roll: the lineup at Cootamundra.

Cootamundra: the true stories



Rod Ferrier

The 2015/16 cross-country camp was seriously good fun. At last the weather gods were reasonably kind to us, losing only a few cross-country days to bad weather. Although the weather was generally much better than on previous camps, we still have grounds for complaint that we weren't delivered the "perfect" day - the day when thermals start early in the day, go high and keep going until 7pm or later.

When the thermals did go high, the day was short and when the day was long the thermals were lower and I found them more difficult to work. But every day the thermals were better than at Camden!

I'm not complaining - I was at Cootamundra for most of the camp (missing only three days to attend my daughter's 21st). When I wasn't

instructing or flying in DGI I was in my Jantar. It's surprising how comfortable a Jantar becomes after so many hours - I took 11 cross-country flights in the Jantar for a total of 45 hours flying time and 3,120 km.

Although the speed isn't that great (an average of only 69 km/h), I had a great time with many challenging moments and quite a few invigorating ones as well.

Like everyone else on the camp I didn't manage to achieve a 500 km flight or a flight with an average speed over 100 km/h, but at least that leaves me with some goals for next year's camp.

Special thanks to Bill Nixon our expeditions officer and to our tug pilots without whom we wouldn't even get off the ground.

Congratulations to everyone who achieved their goals, and also to those who tried. Thanks to all for making the camp a great success, and I look forward to next year being even better! ■

Christina Peters

I've been to a couple of camps and each one has exhibited different weather conditions to challenge me as a glider pilot.

The weather at Cootamundra this year was unanticipated and I was surprised that the lift was so good under the overcast sky.

I had a good flight in DGI to Temora and back to Cootamundra with Bill Nixon and a couple of beautiful quiet flights around the area in WVJ. What a great atmosphere in all respects, the camaraderie, encouragement and Cootamundra, a beautiful town. Awesome. Thanks SXGC.

Andrew Simpson**December 28 (Silver C Distance)**

I flew my Silver C distance task last year, but this year I wanted to have a second attempt and do it properly without outlanding. The flight to Temora went well and I returned to Cootamundra after 2hr51m.

December 29 (Silver C Duration)

I'd had several flights of more than four hours but I hadn't reached the important five hours. The day's weather wasn't the best and my maximum height was 7,000 ft with most of my time spent between 4000 and 6000 ft. As a result I stuck to flying around Cootamundra, which was extremely boring. My track shows about 70 per cent of the day was spent directly overhead the meat works! After 5 hours I got confirmation from the ground that my timing was correct and I finally touched down after 5 hours 27 minutes.

January 1 (Gold Distance, Diamond Goal)

The night before reports had come in that the weather would be great with climbs to 13,000 feet predicted. It was suggested that I try for my Gold distance.

This was enough to sober me up straight away and ensure an early night - the first time I have missed seeing in the new year for a long time. I took off at lunchtime expecting the flight to take about five-and-a-half hours based on my cross-country speed out and back to Temora.

I released at the usual spot over the meat works, confirmed the thermal was there, then flew through the start gate before climbing to 9000 ft. The flight out to West Wyalong was uneventful, bouncing between 7000 and 9000 ft. Closer to West Wyalong I hit a lot of sink and was down to 3000 ft above ground and started



Interesting clouds. *Picture by Christina Peters*

contemplating the cost of an aerotow retrieve to Cootamundra. I was lucky and found a large thermal over the quarry which took me straight to 10,000 ft and let me set off to Koorawatha.

The next leg was amazing - there seemed to be a line of cumulus towards the turn point and parts of the flight were flown at 90 knots to stop me climbing above 10,000 ft. I think I took just four thermals on the 170 km leg. After turning Koorawatha at about 9000 ft I tracked straight for home, overflying Young and taking one last thermal to ensure that I didn't outland at Morrison Hill (like I did last year) before putting the nose down for Cootamundra.

I arrived over Cootamundra after 4 hours 11 minutes at 7000 feet having flown 315 km.

In all I had six flights with a total time of 17 hours 57 minutes. ■



Light and heavy transport - a coal train and the Astir. *Picture by Christina Peters*

Higher, faster, longer

Michael Brandon

My first 300km flight, aiming for a Gold Distance/Diamond Goal flight, was Cootamundra-Grawlin Plains-Yiddah-Cootamundra. This took a woeful 5:13, as the lift got patchy after the first leg and I had to wind back the speed.

My second flight, also aiming for a Gold Distance and Diamond Goal, was Cootamundra-Gareema-Alleena-Cootamundra, and took an even longer 5:56, partly because I had to take a relight and so started late, partly because the lift again got patchy after the first leg, and partly because I only made it back with less than 15 minutes to last light.

I did get to nearly 14,000 ft though, so hopefully I'll also get the Gold Height.

Anne-Marie Ranft

In case you don't have enough to fill the journal, here's my Camp achievement.

After much thermalling and some coaching from Bill Nixon in the back, I managed to reach 10,000ft, albeit briefly, over Young.



Glynn Morris

I enjoyed the camp despite having issues with jet lag as I had flown back from overseas just a few days before. I think that while the flying is important, the social aspects and the characters involved also play a big part in the success of the Camp. To this end the Camp did deliver.

My lack of sleep problems were a distant memory when on the Friday night before the last flying day I had a decent sleep. I had removed myself from the flying list on Friday as I was concerned about safety due to tiredness.

On Saturday 16th I managed my longest distance - nothing to shout about for a lot of folk but the 285 km to Forbes/Grenfell and back to Cootamundra really made my day. I realised afterwards that I shouldn't have changed my original plan of flying Temora/Forbes and back



Glynn helps derig the outlanded Philatus by calming a vicious guard dog.

to Cootamundra. This would have been over the 300 km required for a Gold badge distance. Stupid!

Oh well, all good. My thanks to the Camp organisers and the members who made it so!

Reinier Renckens

I was able to spend a week at Camp, my first camp with the SXGC and my first time at Cootamundra.

I wanted to do some cross-country flying solo but also to fly with other experienced pilots to see if I could learn from them. In the end I had five great flights - three in a two-seater and two in our DG-303.

My goal was to at least try a FAI 300 km triangle. My first attempt didn't go so well mainly because I chose the wrong area to fly in but my second attempt turned out to be a great and successful flight.

Here's the story of my 300 km badge flight.

After a good night's sleep I was ready to try a FAI 300 km in our DG-303. The weather forecast was similar to the previous few days so I chose my first turnpoint based on the good thermals the day before. I planned Coota-Cowra-West Wyalong-Coota - 347 km. I installed oxygen due to the height predictions and set the task in the Cambridge logger and XCSoar.

To fly a correct FAI task there are some things you have to comply with. Luckily Rod Ferrier (one of the club's Official Observers, the person you need to successfully fly a badge)

pointed these out to me before flight. There can't be too much height difference between start and finish and on the logger you need a "dip" to show you've released from tow.

Tuggie Paul again dropped me in an excellent thermal. After a few circles I remembered I needed a "dip" so I pointed the nose down, lost some 100-150 ft, before pulling back up and continuing the thermal.

I then left it to cross the start line (relatively low to minimise difference between start and finish) before finally gaining some real height.

The first leg, or actually the first half of the flight, went super! Altitude to easily 13,000ft, cumulus everywhere, lift 8-10 kt, working height 10-13,000 ft and I was feeling great!

Even though I flew it very conservatively I was at Cowra in no time and used only four thermals.

I was even thinking about when I would be able to go on final glide - fully aware I was jinxing myself!

And indeed, the jinx hit me half way between Cowra and West Wyalong. I didn't get any lift to 13,000 ft. Oh dear, "only" 8,000 ft - feels weird coming from 13,000 but it's still very decent. But now the terrain had changed into more wet land and the clouds were overcast. I now took 2-4kts thermals and was a lot slower than before.

What to do? See if that 4 kts will take you back to 13,000 ft or carry on and find that 8 kts

again? I did a

bit of both:

gain some height and continue on track and hope to find the big lift.

It wasn't making me feel as comfortable as I was before, but it got me to West Wyalong in 3-4 kts. I had 108 km to go back to Coota - 10,000ft would get me pretty damn close but I hadn't been that high for a while.

Again I went on track and hoped for some good lift. With 90 km to go I found some decent lift that gave me about 1000ft reserve on

final glide.

Coota here I come! Still, 90 km is a long way to easily lose your reserve so a bit more would be nice. So now the waiting begins. Here I am, nose pointing home, flying MacCready and 27 minutes to go according XCSoar. I just sat there, first potential thermal miles away, watching my reserve height

My reserve was still looking good when I finally reached the potential thermal which turned out to be an 8 knotter! But I didn't turn. That would 'break' my final glide - at least in my book ;-). So I zig-zagged the most out of this big thermal and gained enough reserve height to speed up a bit on track to the finish.

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"... the jinx hit me half way between Cowra and West Wyalong"



(From Page 11)

I finished comfortably at 4,000ft which wasn't too far from my start height. I made it! Finally an official 300 km!

Reading my log file on John Sharpe's laptop, (thanks again, John) it showed I correctly did my task but also I had a height gain of more than 10,000 ft! That's a Gold height badge plus a Gold 300 km badge plus a Diamond 300 km FAI goal task! I'd achieved more badges than I realised. Ah well, I'll take it ;-). I'd flown 3hr50m and 96 km/h average. The camp was great! Lots of camaraderie, no pressure, friendly atmosphere, dinners with everyone attending and excellent BBQ by tuggie Ken and the guys who stayed at the showgrounds.

Some pilots weren't solo



but still had a great introduction to cross-country flying and great heights, while others flew their 5hrs, 50 km, 300 km, 500 km attempts.

It doesn't matter what level you are, camp suits everyone. If you're new to cross-country and not sure you'd like it, just ask one of the

instructors to take you for a flight. Don't miss out and be there next year!!

To summarise my week: I had a great time, flew some badges, and had the following personal firsts: longest distance 540 km (in the Duo Discus with Ian Steventon), highest altitude 13,000 ft, 90 km final glide, used oxygen. Thank you to all who helped to make the camp possible, to everyone who attended and contributed to the great atmosphere, to the tuggies and special thanks to Bill for organising it all. ■

Steve Andrews

Camp Cootamundra 2016 was the most fantastic fun you can have fully clothed, even though I did start with my usual "OMG, I will never get this right".

The first day was rigging and checks and getting organised. On day two, I had a check flight - true to form the DG hates me, I could have sworn I heard her snicker quietly as I strapped in.

All excuses aside I would not have passed me if I was my instructor!

The second attempt was a bit improved and Bill Nixon let me go solo in the Junior - but only after a stern talking to.

Day three came with the offer of a trip in Ian Steventon's Duo Discus and I jumped at the chance. I don't mind being breathing ballast in the back seat of that jet.

Day four was pretty much a replay of my first effort with another failed check flight.

After another go, Bill again let me solo in the Junior and a 2hr30m flight was on.

The next day I was totally pumped, I was going to nail this check flight business, just a 2000 ft launch is all that I would need. On landing, Bill's

comment was "good, that is what I expect from a solo pilot, go and have some fun."

The Junior's wheel brake was again giving problems and Phil Endicott gave up a day's flying to investigate. It was late in the afternoon when we got her back together but I still had a 2hr30m flight where the time just flew (pun Intended).

The next day Rod Ferrier and Bill agreed I could have a crack at a five-hour flight and after a bit of fluid and clothing preparation I gave it a go.

Launch to 3000 ft and 15 minutes later I was looking up at 2000 ft above ground, thinking this was not going to plan. Lift was everywhere yesterday and now I was scratching for height.

I watched the tug with glider in tow head out to a field in a valley off to the north and I started to turn, giving up on the fields close to town that showed so much promise yesterday and made a nose-down push for the valley, looking back to the airfield all the way. The lift was amazing. I spent the next 5hr27m learning how to peel oranges with one hand, taking three trips to Wallendbeen as I had earlier with Bill and trying to keep the Junior below 10,000 ft. These Camps are really what this learning gliding thing is all about. ■

Take the opportunities

Tim Brodie

Looking forward to my third Cootamundra adventure I set off from Sydney for the second week of the camp.

Driving into a lowering cloud base with spots of rain on the windscreen near Camden, I recalled the ABC weather forecast the evening before which told of troughs and East Coast lows developing over the eastern part of the continent - all the things that pointed to a cool and damp week at Cootamundra. Here I was looking forward to celebrating 200 launches in my logbook and maybe an initial cross-country experience in the DG-1000. It didn't look good.

There are many things that the annual camp offers members. Firstly a wet start to the week should not deter. On the Tuesday, it was a great day for farmers but a shocker for glider pilots.

While Rod Ferrier still conducted the mandatory 9am briefing at the aerodrome, the Skew T charts and blipmaps confirmed the expected gloomy outlook for the day. This tweaked my interest in such arcane meteorological matters of which I had little knowledge. I then took the opportunity of asking Phil Endicott if he could give me a private tutorial back at our Showground digs rather than waste a miserable day moping around achieving nothing.

Phil was enthusiastic in the extreme and with Eddie Kropkowski joining in, we spent some hours going back to basics and ending up with some understanding of these esoteric subjects which accomplished glider pilots have at their fingertips. A big thanks to Phil for being so giving of his time and knowledge.

Over the next three days I logged seven hours in the Astir, stooging around the local area trying to complete the Wallendbeen and Stockinbingal triangle with varying degrees of success but with no clear goals in mind. I was here to enjoy myself.

Meanwhile, my beloved, back in a wet Sydney, encouraged me to stay until Sunday since the first two days were rubbish from my

point of view. I naturally agreed as the cumulus were expected to pop and the day become perfect for local flying. Then, in wanders Ian Stevenon with his Duo Discus.

Having given away thoughts of doing a cross-country this year, stooging around the local area was still an agreeable way to spend my final day. At the Saturday morning briefing Ian offered a ride to anyone that was interested - a good day, a master pilot and a Duo Discus. My hand shot up immediately to seize this amazing opportunity and at 11.30 we set off for parts unknown - well unknown to me at any rate!

After an hour of struggling to find sufficient height to set course, we departed for Forbes and Parkes, then set course for Temora from where

we planned a final glide to Cootamundra.

Over the range to the south west of Cootamundra we found amazing lift from what I have called the Bethungra Bowls, two seemingly volcanic dishes on the western face, diverting hot air upwards to form thermals.

Forget going straight to Cootamundra, we went onwards to Gundagai then planned a final glide home.

On route, Ian encouraged me to suss out all thermal sources; dust devils, ridge lift, heat haze, hot tin roofs, eagles, a bit of wave, and even other gliders. So this is how our experienced pilots stay up for hours and never really think about landing short. Fly a straight course at speed then pull up into lift. The flying tutorial was eagerly received.

We flew 478 km in a height band of 8,000 to 10,000 ft (with a suck of oxygen here and there) and 6hr50m later we landed home. Bugger trying to fly 500 km and reach 7 hours in the air. We were tired and very thirsty. A shower, then off to the pub.

The point of this tale is for the less experienced of us not to be put off by bad weather at camp. Put the time to good use by picking the brains of others, more experienced, who will readily oblige (being such a garrulous lot!) and when given the opportunity to go on a long-haul cross-country, take it.

Thanks to Bill, Rod, Phil and Ian for making this camp a winner for me. ■



Niall Doherty

I attended the entire camp and launched on all 18 flyable days for a total of 61 hours.

My goal for the period was to work on improving my cross-country speed by concentrating on thermal efficiency and picking the best path through the air. I was pleased to achieve my best ever average of 96 km/h on a 240 km task, and in general I saw improvement in this aspect of my flying.

A bonus was qualifying for my 3000 m gold height gain after climbing to 12,000 ft following a low save at circuit height.

Thanks to Bill Nixon for his hard work in organising the camp, and to the other pilots for helping make it so enjoyable. ■

John Sharpe

I had a great camp. I flew 1600 km in four enjoyable flights - but missed out on my 500 km Diamond Distance by 56 km. I learned a lot about task planning from Rod Ferrier, John Jurotte, Niall Doherty and many other helpful pilots and introduced four people to the joys of gliding by taking them on air experience flights.



John Jurotte attempts a hand launch. *Picture by Michael Brandon*

One of my flights was the best in the whole world on the On-Line Contest (OLC)!

The OLC allows you to compare your flight with other flights that day.

My triumph was short-lived. I was on top because in NSW our gliding day finishes before the rest of the country and before the other southern hemisphere gliding spots such as Southern Africa.

I was soon overtaken as other, better, pilots posted their flights, but it felt good while it lasted! ■



Left: Morning briefing in Cootamundra's luxuriously-appointed terminal building.

Do you have any good stories to tell? A great flight? Great pictures? Training tips? Don't be shy. Contact the Journal Editor, **John Sharpe** at editor@gliding.com.au. Please!

The heat is on

Musings on heat management

'It's not called experience unless you learn from it'

Jeffrey Choat, RN/RAN, to the author, somewhere on the Kokoda Track, October 2005.

Paul Reynolds

How is the above quote relevant? Read on.

Tug pilots may not know altitudes above 3000 ft AGL, flight times longer than 12 minutes, means to climb other than assisted by Nikolaus Augustus Otto nor a radius of action greater than four nautical miles. However, there is something of which we are keenly aware: operating an aircraft safely for sustained periods in extreme heat.

Think about it: if the average temperature lapse rate is 2° C per 1000 ft and the surface temperature is around 41.5° C (as it was on the last Wednesday at the recent Cootamundra camp - and the highest temperature for January), the tug pilot is flying all of the time at temperatures between 35.5° C and 41.5° C. If you take a typical day's activities of around 11 or 12 launches, that is about 1.5 hours in extreme heat, launching, maintaining situational awareness, managing traffic, the circuit, and landing a high performance taildragger - and all with safety as the paramount objective.

The main danger of operating in high temperatures is the onset of dehydration. Symptoms of dehydration start with sluggishness, fatigue and nausea and can extend to clumsiness, headache, dizziness, and confusion.

By itself, extreme dehydration can lead to death. However, if you up the stakes by combining dehydration with aviation, you'll likely exponentially increase your chances of serious injury or death. A quick review of accident reports in the latest GFA magazine reveals at least three accidents with fatigue as a factor - how likely is it that dehydration played a part in leading to the fatigue?

"Tug pilots are pretty cool characters to start with"



Caution: Tug Pilot at work! Paul helps tape the Astir.

So, notwithstanding tug pilots are pretty cool characters to start with (Absolutely! - Editor) how do you deal with those high temperatures and so prevent dehydration?

Through trial and error, I have developed these techniques to help deal with extreme temperatures and so help prevent dehydration. I'm suggesting these techniques be used particularly during the ground preparation for a flight. This is generally a 1.5 - 2 hour window where glider pilots are out in the direct sun close to midday and generally very preoccupied with their forthcoming flights.

Get into a 'hot' mindset. If you think you're being tough by ignoring the heat, you're probably going to become unstuck. Take heat seriously, plan for it and deal with it. It is not going to go away.

Keep your fluids up - even if you're not feeling thirsty. If you wait until you feel thirsty, you're too late. According to *Flight Safety Foundation* in 2001, "thirst may not become apparent until so much water has been eliminated from the body that an individual has lost about 2 per cent of body weight". I try to carry a bottle of water around with me and drink from it every couple of minutes. (continued Page 16)

The heat is on

(From Page 15)

Don't drink just water. During my glider towing endorsement over two days at Bathurst one October, I drank only water on both days. At night I got headaches so severe I could not sleep. I subsequently read an article by an aviation medicine doctor who recommended introducing electrolytes into the water, such as a sports drink. I did so, and I've never had a problem again. I drink from a two litre bladder containing water and sports drink powder (but not too much). During gliding camps I consume that completely over about 90 minutes when I'm towing.

Do as little as possible. Sure, glider pilots will probably tell you that tug pilots don't do much anyway, but I'm talking more about managing physical exertion. If you need to do something physical, try to do it when the day is at its coolest. Plan ahead to combine tasks so you're not constantly having to walk long distances to get items, or get help from someone if you need it.

Constantly monitor yourself. Keep asking yourself, "Do I feel tired?", "How long it is since I had a drink", "How hot am I?", "What colour is my urine?" (no joke - you want it to be straw coloured at most, clear at best. If it is dark - you are certainly dehydrated), "Do I need a rest?" Sure, if you are dehydrated you are probably not going to be asking yourself these questions, let alone getting them right, but this is all about preventing dehydration in the first place.

Don't be afraid. If you think you're adversely affected by dehydration, do something about it. Get a drink, take a break, get into an air-conditioned environment. If you don't feel comfortable, get comfortable. Equally, if you see someone who might be suffering, speak up. After about my eighth tow on the last Wednesday of the camp, I had to get out of the cockpit and take a break for about five minutes - notwithstanding there was a glider with pilot all set for launch.

Pick the low hanging fruit. The easiest are last. Wear a hat, sunscreen, sunglasses and loose clothing. Don't excessively drink tea or coffee, and keep your alcohol consumption as low as possible.

Ok, I hear you say, how do I then deal with all that fluid when I'm in the air? Well, that is a subject I'm happy to leave to you glider pilots to talk about. I always know I'm no more than 12 minutes away from dealing with that ...

Oh, and the quote from the start of this article? My mate Jeff made that profound statement after watching me struggle unsuccessfully multiple times to fix my water bladder so I could take a drink in the midday sun. I was likely suffering from dehydration and its effects.

Some references for further reading:

http://flightsafety.org/hf/hf_jul-aug01.pdf

<https://www.casa.gov.au/sites/g/files/net351/f/assets/main/fsa/2002/nov/32-33.pdf>

... and one close to my heart:

<http://www.flightsafetyaustralia.com/2015/01/dying-of-thirst/> ■



Many hands help Phil Endicott derig the Philatus after an outlanding. Picture by Paul Reynolds

Longest Flight of the Day 2015

By Rod Ferrier

The news you have all been waiting for - the LFOTD competition is over for another year and our winner is ... **Barry Greaves**. Second is ... daylight.

Before getting down to the nitty gritty of all of your performances, here is the summary of the year's statistics.

There were 186 flying days in the year, and 87 of our members achieved at least one longest flight of the day. We have about 100 active members, so it's great that such a large proportion of our membership has achieved the longest flight of the day.

A noteworthy LFOTD in December was Ada Lim's achievement on 20 December - at 1 hour 13 minutes it wasn't a particularly long flight to win the day's point, but it was the last launch of the day, taking off at 4:15pm.

The record for the shortest LFOTD (8 minutes) remains unbroken since November 2013. The shortest longest flight in 2015 was 18 minutes - nowhere near good enough to take the record!

Similarly the record for the longest LFOTD (6 hours 3 minutes, also set in 2013) remains unbroken.

The longest longest flight in 2015 was a measly 4 hours 30 minutes, achieved by Graham Trout and Paul Rindfleish in DGI on 14 December.

Over the page are the final results for the 2015 LFOTD year, for those of you who showed a little bit of consistency and achieved at least 2 points. Congratulations to Barry for winning the 2015 LFOTD competition - he can expect his prize to arrive sometime in the mail.

Congratulations also to Paul Rindfleish who came in second for the third year in a row (although it must be remembered that all of Paul's points were earned on mutual flights in DGI, so he only gets half a point for each flight.



Barry Greaves (in the back seat) with his faithful co-pilot Ringo.

	Average of longest flight	Longest flight	Days flown
January	1:21	3:02	16
February	2:01	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
November	1:40	3:23	17
December	1:29	4:30	15

On the one hand, handicapped by flying mutual but, on the other hand, advantaged by flying a seriously good aircraft).

We hope you all enjoyed our little 2015 LFOTD competition and we look forward to seeing you all back in 2016 to knock Barry off his perch and keep Paul in second place! ■

Longest flight 2015 results

Points	Name
11	Barry Greaves
8.6	Paul Rindfleisch
6	Graham Trout, Michael Karas
5.8	Ray Caldon, Richard Shemtob
5	Anne-Marie Ranft, Joe Veness, Maciej Bartosik
4.5	Taso Viglas
4	Andres Webersinke, Bernie Baer, David Fagan, Glynn Morris, Les Bliem, Niall Doherty, Steve Bourke, Vlad Shurupov.
3.5	Peter Gould
3	Ada Lim, Don Hilliar, Fred Best, Julian Holmes
2.8	Alexandre Darani
2.5	Hamish Campbell-Whittaker, Les Mitchell, Matthew Jones, Ian Caldwell
2	Bruce Ogden, Clifford Stephenson, David Ball, John Sharpe, Justin Couch, Michael Brandon, Peter Watherston, Petr Zuzunek, Reinier Renckens, Tim Brodie



Steve Bourke and Max Jamieson don the appropriate gear for rigging the Astir.

How to survive and thrive at the Cootamundra Camp

Michael Brandon

This year's camp was a great success, with many members attending and doing some impressive flights. I don't think anyone quite managed a 500 km badge, but there were lots of flights well over 300 km, and not many outlandings.

If you didn't come to the camp this year, you missed out on a great time. Don't make the same mistake next Xmas!

This article provides a few handy hints on how to make the most of your next Xmas camp, aimed at people who have never attended a camp, or who may have come for only a couple of days.

Your primary source of information is Derek Ruddock's excellent Cross-Country Manual, available in the Coaching Corner section of the club's website. It contains a wealth of information on how to prepare for your first camp and what you can expect when you get there.

However, it can't cover everything, so below are a few thoughts from having attended this year's camp.

Be Prepared

If you've never been to a Xmas camp and are looking forward to a relaxing flying holiday, think again: you will be busy from the time you wake up in the morning until 9 o'clock at night. Your free time will be limited and you'll be far from home, so the more preparation you can do beforehand, the better off you'll be. Even if you have a "rest" day, you'll be busy launching

gliders and doing retrieves (Huh! tell me about it! - Editor).

Make sure you've brushed up on your flying skills (obviously), but also make sure you're current on the single-seaters you might want to fly. Make sure your glide computer works and that you know how to use it.

Make sure you have all the equipment Derek refers to in his manual: compass, charts, outlanding kit, torch . . .

It was good to see that almost everyone had a smartphone or ebook reader equipped with glide computer software, but not everyone was up to speed on how to get the most out of it. I was happy to help and assisted a few people to better configure XCSoar, but you'll have a more successful camp if you get this sorted out at Camden.

Not everybody had charts, which was a bit of a worry, as glide computers can fail and you don't want to be flying over unknown territory or outlanding and not knowing where you are. Everybody should have a WAC chart for the region (they're not expensive) and a compass, just in case. WAC charts are fanfold, which is not



Michael and thriving beard help with an outlanding.

practical in the cockpit, so I photocopy overlapping sections of the chart in both portrait and landscape, giving me a set of A4 maps, one of which should cover any particular route I might want to fly. Rod Ferrier does much the same but laminates the maps so he can draw his task on the plastic sheet with an indelible pen, which can later be removed with metho. This is a nifty idea which I'll try next year.

I put my maps in an A4 see-through pouch, with the sheet for my intended route on top. On the other side I keep my "cheat sheet" of airfields in the region, which lists the runway lengths and orientations, airfield elevations and radio frequencies, just in case I have to outland at an airfield. (Continued next page)



John Jurotte chose a big, flat paddock for his outlanding. *Picture by Paul Reynolds*

How to Survive Cootamundra

(from Page 19)

This was useful on one of my flights when I wasn't sure I'd make it back to Cootamundra by last light - or at all - and was considering Temora as an alternate landing place.

The club has three Nano data loggers which can be used to record and claim badge flights, but not many people knew how to use them. They're actually quite straightforward if you read the easy-to-follow instruction sheet, but it's best to give them a test run at Camden beforehand. You don't want to struggle around a 300 km course only to find the data logger didn't work and you have insufficient evidence to convince the Badge Lady.

Sun, Sun, Sun, Sun

The Xmas camp can be a harsh environment, so you need to protect yourself from the sun. If you fly regularly at Camden you might expose yourself to the sun for a few hours once every week or two.

At the Xmas camp you can be out in the blazing sun for five or six hours, day after day. All that exposure adds up, and you need to take

precautions if you don't want to impersonate a lobster.

Long sleeves are a "must", as is sun cream and a hat. I put sun cream on before I walk out the door in the morning and top it up before I fly. Except when I'm washing a glider, I wear UV resistant fingerless gloves (available at Cancer Council shops) or leather golf gloves when I'm out in the sun. Some of us give our razors a holiday and grow beards, which provides added sun protection if you don't mind looking a bit scruffy. This isn't an option for the fairer sex, but you can achieve the same effect - and keep with the Xmas theme - by putting on a big Santa beard.

Some pilots wear Legionnaire-style hats with a flap at the back to keep the sun off their neck and ears. Others use "ski tubes" to protect their ears and nose, although I find this a bit constrictive.

Yet others wear nose protectors, which may look odd but no doubt get the job done. My technique is to use a silk scarf (available at a sari shop near you) kept in place by my gliding hat, which is light and airy, covers my ears and neck but doesn't restrict my vision.

With the scarf and beard, I might be up for a bit part in the next remake of "Lawrence of Arabia".

The Power of Positive Drinking

The air at Cootamundra is hot and dry. It's warming up while you DI your aircraft in the morning and it's hot by the time you want to launch. This year I saw 10 aircraft all lined up waiting for the tug, and if you're near the end of that queue, you'll be sitting in the sun for an hour before you've even left the ground. If you haven't been drinking, you may be dehydrated and not fully fit to fly.

At the airfield in Cootamundra I carry a water cooler filled with iced water, and I have a mouthful or two whenever I feel the need, which is often. In the air I carry a three-litre CamelBak, again filled with iced water, and I sip from it all the time; by the end of a long flight it's just about empty. I also carry a plastic drink bottle filled with tap water just in case I outland.

This year I had a few problems with drinking in the air. On one occasion I stowed my CamelBak in the oxygen tank compartment of the DG-303, but forgot to pull out the drinking tube before launch. By the time I released and had climbed in my first thermal I was feeling thirsty, but couldn't reach the drinking tube. Try as I might, and though I wriggled in the harness like a contortionist, the tube remained elusive. I came down after half an hour and landed, and later took a relight.

The Central Hotel where I stay lets me put my CamelBak in their kitchen freezer in the evening, so the next day I retrieve it, top it up with cold water, and my drinking water stays refreshingly cool even during a long flight.

However, after not having flown for a couple of days my drinking water was frozen rock solid, and it took quite a while in the air before the water in the tube melted and I could take a drink.

I also experimented with putting electrolytes into my flying water, and even though they were quite diluted, the water tasted sickly sweet until the ice started to melt and dilute it even more. Next time I might try using just a tiny amount of electrolytes.



Rod Ferrier models the "Legionnaire" look.

Rehydrating at the pub at the end of the day's flying is both a necessity and a pleasure, but everyone was sensible about limiting their alcohol intake, particularly in that the upper limit for pilots is 0.02, not the usual 0.05 for drivers. One day we had an unannounced visit at the airfield from a CASA inspector who gave all the pilots and ground crew an alcohol breath test, and some of us got a random drugs test too, which we all passed. And to cap it off, on the drive back to Sydney on the final Sunday, we were stopped by a police RBT crew at Harden, who could fit only two of us at a time into their pullover bay because of the length of our glider trailers.

Food For Thought

As well as drinking in the air, you need to eat, which is trickier than you might think. You don't have the option of pulling over for a pit stop, and if you're flying a single-seater there is nobody to take over during your lunch break.

(Continued next page)

(From Page 21)

You need to be on the controls the whole time and keep a good lookout, so foods which demand a lot of effort just aren't practical.

Anything wrapped up or in a packet probably requires two hands to open, which is a disadvantage in the air, particularly if you're wearing gloves.

I've tried muesli bars, snack bars and the like, but they tend to be a bit dry, and fiddly to open. Anything messy is also a problem: it's difficult

putting on a napkin while wearing a safety harness. The two foods I have found work well are bananas and grapes.

Admittedly it takes two hands to start peeling the banana, but once you get going you only need one hand. Bananas are tasty, easy to eat, and if you avoid the Coffs

Harbour Big Bananas and stick to sugar bananas, are nicely snack sized.

Grapes are tasty too, have the added benefit of being full of liquid, and you can have as many or as few as you want. One trick is to pull the grapes off the stalk when you make up your lunch bag, so you can just grab a handful and eat them.

Speaking of lunch bags, I'm not a fan of hot lunches when flying, so I wrap a small freezer brick in a hand towel and put that into my lunch bag, and my bananas and grapes stay nice and cool.

The Office

A past member of the club used to refer to the cockpit as his "office" and said that you need to set it up well if you are to fly well.

You need to have everything you want within easy reach and be able to locate it when required.



Tidy office: John Sharpe en route for Gundagai from Narrandera.

There's nothing worse than wanting something important, knowing it's just behind your head in the storage compartment, but being unable to lay your hands on it. It's happened to me before; don't let it happen to you.

I keep everything I might want at a moment's notice in the side pocket of the glider: roll-on sunscreen, battery (for my glide computer), tiny makeup mirror (so I can see what's behind my head if required) and pee bag.

Directly behind me in the storage

compartment I have a folding knee board containing a notepad, pen and compass in case I have to navigate the old fashioned way. On top of that sits the pouch containing my maps and aerodrome cheat sheet, which I tuck behind the air brake handle when I'm in the air. My CamelBak

sits behind me to my right, with the drinking tube tucked underneath the harness on my chest (assuming I remember).

My lunch bag sits behind me to my left, so I can just put my hand over my shoulder and reach the bananas and grapes.

Everything else I might need in case of an outlanding far from home (EPIRB, outlanding kit, space blanket and all the other odds and sods) is in a drawstring bag directly behind my head. I've never had to use it in anger, but it's comforting to know it's there if I need it.

Hopefully this article has given you some useful ideas on how to survive and thrive at Cootamundra, and will encourage those who haven't yet attended a Xmas camp to come along and join in the fun next year. ■

A magic day at Camden

Graham Trout

I headed off to Camden on Monday December 14 knowing that this would be my last chance for a while to fly my favourite glider DGU as the gliders were to be taken to the summer camp at the end of the week.

According to the Blip maps it was potentially a good day with thermals to over 7000 ft. When I arrived at Camden Paul Rindfleish was already there and ready to go flying in the DG-1000 DGI. However his usual flying partner Glynn Morris was not coming and so Paul asked if I would go with him.

I had flown with Paul once before on a mutual flight in DGI and the routine is fairly simple. Paul flies from the back seat and you sit in the front. He who does the takeoff does not do the landing and vice versa. Last time I had done the landing and so it was my turn to do the takeoff.

Control passes from one pilot to the next every 10 minutes during the flight with Paul keeping track of the time.

We got the glider ready for takeoff on runway 06 and waited for the day to develop. The early flights were not encouraging with not much lift, and what lift there was, was not going very high. There was barely a cloud in the sky. The Blip maps had indicated that there should be good lift to over 4000 ft by 12, but this did not seem to be happening. I had to leave by 4.30 and persuaded Paul to give it a try and so we took off

just after 12.30. The takeoff was uneventful as was the tow. There was no strong lift evident anywhere on the tow and we released at 3000 ft to the east of the field. There was no lift immediately off the tow and so began our search for a thermal. I was carrying my little Holux GPS which recorded our position, speed and non-calibrated GPS altitude during the flight. The plot of speed and altitude versus time is shown on the next page.

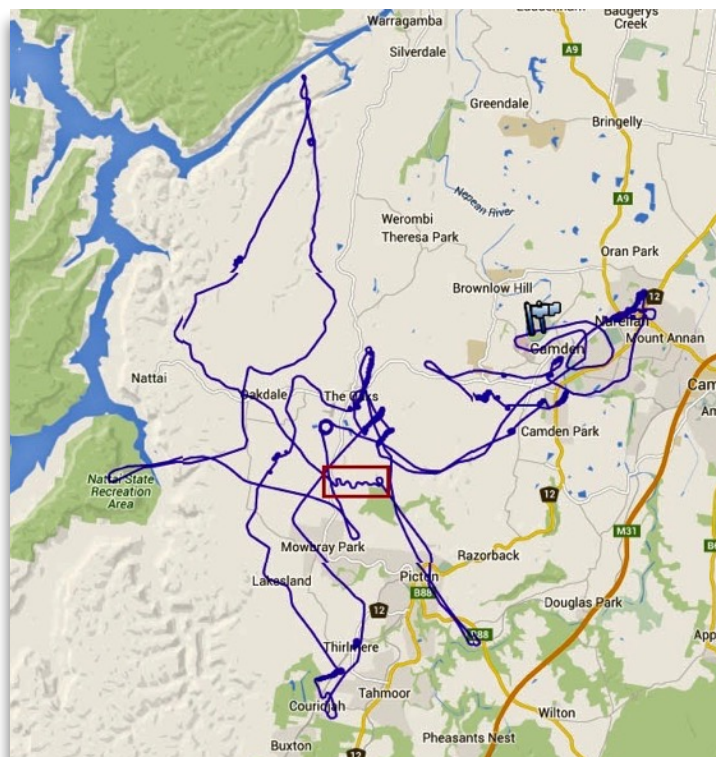
The first part of the flight was what is sometimes called "character-building". It took nearly half an hour to get above launch height as can be seen from the height plot. The track shows much circling over Narellan with the wind

coming from the southeast. We were working lift of 1 to 2 knots in a completely blue sky. Eventually we got near to our 4500 ft ceiling and started to head south to get into the 7500 ft zone. There was still not much lift to be found and it was about an hour and a quarter into the flight before we got to the zone boundary. As we approached the boundary we encountered a

thermal which we took. It gave reasonable lift with up to 6 knots in bursts and we climbed to 4500 ft and headed towards The Oaks.

A strange thing happened as can be seen from the speed altitude plot. Despite leaving the thermal the lift continued and we had to put the speed up to stay below 4500 ft as we were right at the edge of the zone. At times we were doing 100 kts and still climbing. We were now sure we were in the 7500 ft zone and explored around The Oaks. The track of the entire flight is shown above.

(Continued next page)



(From Page 23)

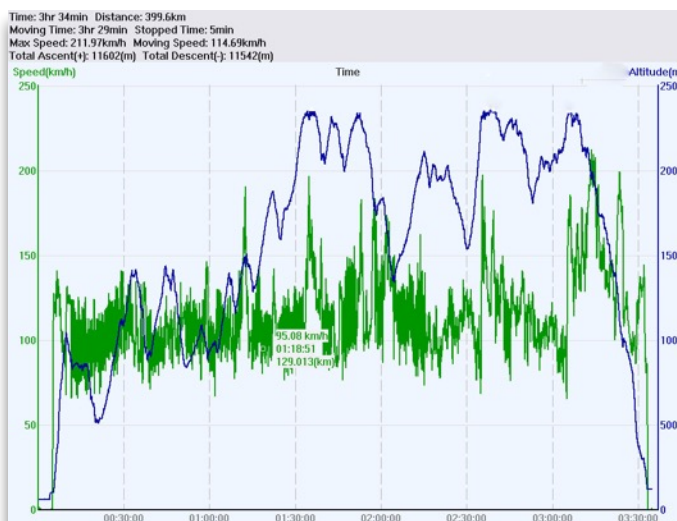
There are some anomalies in the display of the track with the glider apparently disappearing and reappearing laterally displaced. This is particularly evident in the section from Nattai to Warragamba Dam.

We took two thermals to the southeast of The Oaks and again found strong lift on heading southwest from the thermal. Again the speed went up to 100 kts to stay below 7500 ft as we headed southwest. We maintained altitude for some 10 km and then turned left for Thirlmere.

We arrived at Thirlmere having lost 800 ft and only taking seven minutes from when we left the thermal near The Oaks. We took a top-up thermal at Thirlmere and then flew down to Thirlmere Lakes. Another thermal here and then back to The Oaks. We arrived back at around 2hr5m into the flight at about 4300 ft. Another thermal to 7200 and we head off towards Picton arriving at about 5300ft.

We flew conservatively past Picton to Maldon and climbed to 6000 ft without circling. We then turned back and flew northwest to Oakdale.

The red rectangle shows a region of interest on the way. I was flying the glider at this time. We arrived at about 5500 ft and I took one turn in lift. I then flew slow S-turns heading west. We got to 7500 ft in this section and then continued to north of Nattai via Oakdale before turning right for Warragamba Dam. On this section we were flying at around 70 kts and maintaining altitude for more than 10 km. On the way north to near Warragamba Dam we took one thermal and then three turns in lift just after we turned to go back south. We left this lift at 6600 ft and headed down to the Nattai State Recreation Area over Lake Burragorang. We arrived there some 16 minutes later without turning at around 7200 ft. It was now some 3hr10 m since we took off and I had to leave Camden by 4.30 pm. So regretfully it was time to head back. We landed just after 4 pm and put the glider away. For some



reason the flight log for the day shows us landing after 5 pm for a 4hr30m flight but it was only a 3hr30m flight. I should not say *only* because it was the most memorable flight I have had at Camden in more than 30 years. Thank you to Paul for sharing this experience.

Some thoughts on what caused the extended areas of lift that we encountered.

Although the wind was not particularly strong at our level it could have been wave as there were some high lenticulars above Sydney. I have flown in wave in New Zealand several times and in my limited experience it is not usually so easy to go from thermal lift to wave. The lift

was strong and fairly smooth. Another possibility is the presence of convergences. As it was a blue day there were no clouds to mark the presence of such convergences. Whatever it was, it was a pleasure to feel your way across the sky and not have to go round in circles. ■

“My most memorable flight at Camden for 30 years”



Graham Trout: a flight to remember.