

# ADELAIDE UNIVERSITY GLIDING CLUB

## NEWSLETTER

VOL.1 NO.1

At the last meeting of the club (20/5/76) it was decided that a monthly newsletter should be published to all members in order to stimulate activity within the club. The decision is hardly surprising considering that there were only eight people at the meeting. Those few that were there were, however, able to relieve Emilis and Tony Kiek of some of their workload. Emilis has been Chief Flying Instructor, Aircraft Mechanic, Treasurer, and President since the club was formed. Andrew Horton was elected Treasurer and Guy Harley was elected Social Convener and Editor of the newsletter.

### FLYING:

In this area the club has definitely got off the ground. Flying, both in terms of launches and hours flown, has increased steadily since March and the gliding which was held from Saturday, 29th May to Sunday, 6th June saw the first club-trained pilots going solo. For those interested the figures for the last three months are as follows:-

	<u>Launches</u>	<u>Hours</u>
March	85	17 Hrs. 55 min.
April	90	23 Hrs. 41 min.
May (to 20/5/76)	120	24 Hrs. 59 min.

Remember, if you want to go flying you must put your name on the list on the notice board in the Sports Association Meeting Room in the Lady Symon Building. For those who haven't been up to Balaklava yet, the airfield is situated 5 miles out of Balaklava on the Sowtown road, just past Whitwarta on the left.

### THE GLIDING CAMP:

- Day 1 - Saturday, 29th May. David Biggs, Chris Lockwood, and David Stobie started off the camp with Chris Brown, Keith Lavers, Peter Lavers and Steve Miller arriving for the day. There was scattered cloud but this failed to produce any lift. Number of Launches: 13, Total Time Flown: 1 Hr. 29 min., Longest Flight: 12 min.
- Day 2 - Sunday, 30th May. Guy Harley, Adam Kirkland and Des Maslen showed up for the rest of the camp with Chris Brown again chipping in for the day. Conditions were the same as for Saturday. Number of Launches: 18, Total Time Flown: 2 Hrs. 11 min., Longest Flight: 17 min.
- Day 3 - Monday, 31st May. Neil Manktelow and Ian Roberts arrived for the remainder of the camp. Although the club was free to operate on its own after the weekend there was no markable increase in flying because 50 mph winds forced flying to cease from midday to 4.00 p.m. Number of Launches: 19, Total Time Flown: 2 Hrs. 59 min., Longest Flight: 20 min.
- Day 4 - Tuesday, 1st June. The first day of winter lived up to its promise. Flying was stopped between 10.00 a.m. and 1.00 p.m. and between 1.30 p.m. and 2.30 p.m. This drastically cut down flying time. The break in the afternoon was spent fixing the canopy. A small crack had been put in it during ground handling and when Emilis tried to fit the edges of the crack together, he broke off two large pieces of perspex and put a foot-long crack across the canopy. David Stobie, our aeromodelling expert, was able to quickly patch everything up with Bondza. Number of Launches: 11, Total Time Flown: 1 Hr. 5 min., Longest Flight: 9 min.
- Day 5 - Wednesday, 2nd June. Chris Brown again joined the crowd for the day and, despite short breaks for rain in the morning and afternoon, it was a full day's flying. Emilis started giving his students simulated cable

Day 7 - Friday, 4th June. Clear skies with no wind and no lift saw our hopes fulfilled. After being checked out by the Balaklava Gliding Club's C.F.I., Noel Matthews, the first club-trained pilot. went solo. Guy Harley (26 launches/2 Hrs. 54 min.) went first, followed by Neil Mancktelow (24 launches/2 Hrs. 50 min.), Ian Roberts (41 launches/6 Hrs. 29 min.), Adam Kirkland (40 launches/8 Hrs. 24 min.), and David Biggs (43 launches/8 Hrs. 48 min.). David Bigg's first solo was only 30 sec. with a cable break at 150 ft. but this was enough to qualify him for the 'A' certificate and immediately afterwards he went up for a full circuit. In addition everyone went for a flight in Balaklava's Blanik while the checks were being carried out in the Kookaburra. Number of Launches: 42, Total Time Flown: 5 Hrs. 20 min.,, Longest Flight: 15 min.

Day 8 - Saturday, 5th June. Guy Harley, Chris Lockwood and Ian Roberts had left the night before. The day, which was clear in the morning but later became overcast, was totally devoid of lift. Number of Launches 15, Total Time Flown: 1 Hr. 47 min., Longest Flight: 9 min.

Day 9 - Sunday, 6th June. The promising fine weather of the morning was destroyed by strong winds which stopped flying at 12.30 p.m. This meant that both Chris Brown and Guy Harley, who arrived at 1.00 p.m. wasted a trip up to Balaklava. Neil Mancktelow made the club's first solo soaring flight of any note during the day but with only 12 min. he was 3 min. short of his 'C' certificate. Number of Launches: 12, Total Time Flown: 1 Hr. 2 min., Longest Flight: 12 min., (Neil Mancktelow).

Summary: Despite bad weather which plagued the camp throughout it was a very successful camp. Number of Launches: 195, Total Time Flown: 24 Hrs. 54 min.

#### THE FUTURE OF UNIVERSITY GLIDING CLUBS:

It is a pity to note that the A.N.U. Gliding Club has folded. This club had been plagued by a number of accidents, one fatal, caused by the lack of experienced people in the club. This was due to the fact that its members, once they had graduated, returned to their home states and could not stay on in the club. The University Gliding and Soaring Club in W.A. does not have this problem and is still going strong with 4 gliders (one privately owned) and 21 members.

#### MEETINGS:

The club holds meetings on the first Thursday of every month at 7.00 p.m. in the Sports Association Meeting Room, which is in the Lady Symon Building on the ground floor.

## ADELAIDE UNIVERSITY GLIDING CLUB

OPEN LETTER FROM THE PRESIDENT.

23rd July, 1976.

Dear members,

A letter was received yesterday from the Balaklava Gliding Club setting out new conditions for our use of Whitwarta, which I would like your comments on at our Special General Meeting.

Basically, it sets out strict limits on our operations, two of which affect us immediately -

1. We are allowed to use one aircraft only at Whitwarta; and
2. Every A.U.G.C. member must pay \$5.00 Associate Membership to the Balaklava Club for use of their facilities.

NOTE: To fly Balaklava aircraft, pilots must be full flying members of B.G.C., including insurance, etc. as we expected.

As I see it, we have four alternatives if these rules are rigidly enforced by B.G.C.

1. We pay fees demanded of us and thus slowly become an arm of B.G.C., not a separate club.
2. We become fully independent, on our own airfield.
3. We circulate around other clubs as a visiting aircraft.
4. We disband.

As prime "stirrer" in the setting up of A.U.G.C., and our flying at Whitwarta, I am deeply involved in this conflict. In fact I believe that my personal feelings may have led to the decision of B.G.C. not to assist us but rather to consider us a competitor.

Therefore, I hereby resign as the President of A.U.G.C.

As it is not possible for the Club to operate independently yet, and since B.G.C. will continue to demand more and more from us for the privilege of flying at Whitwarta, it has been decided to operate at other airfields. The executive has arranged for us to use Gawler aerodrome, home of the Adelaide Soaring Club, until August 13th. We will then operate out of Waikerie until August 29th, which will include one full week's flying from August 21st to August 29th. Both these clubs use aerotows and this will give the club the opportunity to become familiar with aerotow operations.

At the end of August, however, the operations and future of the Club will have to be reviewed.

EMILIS PRELGAUSKAS