



Adelaide University Gliding Club
% Sports Assoc. U. of A
North Ter. Adelaide S.A. 5000

Volume 3, No. 1.

NEWSLETTER

January 1978.

WELCOME TO 1978.

Once again I've sat down and filled in the Gliding Federation of Australia's annual statistic forms for the Adelaide University Gliding Club. So, this is an appropriate time to mention a few relevant details to the members.

First, Happy New Year, it's going to be a great one!

The last 12 months have been a mixture of good and bad news. The bad news is that our flying hours remained almost static, with the Arrow "eating" into the Kookaburra's 1976 flying hours. Also we trained two solo pilots less than in 1976. This is not surprising as 1977 was a year of getting set up. On the credit side:

- *We moved into our own airfield (with a lot of help from our Patron)
- *We got ourselves a reliable winch (with help from Renmark Gliding Club, Malcolm MacDonald and a club member)
- *We kept it running!
- *We started a new winch (due to Des)
- *We put up our first small "hangar" (with the help of a club member)
- *We bought an Arrow and a Bocian (due to the efforts of Guy, Tony and the National Bank)
- *We did extensive work on the Arrow (due to the efforts of Ian and another club member)
- *We trained eight new solo pilots, ran three basic and one advanced week long courses (with the help of a certain club member)
- *We had two clubs visit us.

And for 1978?

- *We should have access to a second instructor (at last) and many more experienced pilots to help run operations
- *With two two-seaters, training should accelerate.
- *The second winch will permit us to invite club visits on long weekends in April, May and June.
- *The unique fleet (only Bocian, Arrow, and Longwing Kookaburra in S.A.) should attract individual visitors from other clubs.
- *We have the chance to run competitions, instructor's courses, in addition to week long camps at Lochiel.

NEW YEAR'S RESOLUTIONS - 1978.

1. Finish the new winch.
2. Build a trailer for the Bocian.
3. Overhaul Arrow Trailer.
4. Start work on Hangar.
5. Improvements to Airfield
 - a) Stop erosion of sand dune
 - b) water connection
 - c) toilet.
6. Fly safely.

CHRISTMAS - NEW YEAR CAMP.

Amazingly, nobody wanted to fly on Christmas day! So it was Monday, 26th, before Lochiel came alive for a week of flying.

Up to four sailplanes were active with ten people, dwindling to six by January 2nd, present.

Items of interest from the week were:-

*A cloud street at 5,000 ft directly over the airfield which allowed climbs straight and level to cloud base off the launch.

*11,700 ft on Friday by John Mills in his ES ka 6.

*Mass conversions to the Bocian.

*Dene Larwood and Graham England converted to the Arrow.

*Graeme Newcombe and Anthony Veale solo.

*Roman Groblicki - Silver "C" distance.

*Cross-countries:-

Guy Harley	Ka 6	113km triangle
John Mills	Ka 6	Lochiel Stonefield Stonefield - Lochiel
David Stobie	Ka 6	Stonefield
Emilis	Kooka.	O & R Paskeville (2)
Adam Kirkland/Dene Larwood	Bocian	O & R Kulpara
Roman Groblicki	Arrow	Urania
Emilis	Arrow	Whitwarta

Total - 744km.

*Mid-North Shuttle Trophy delivered to Balaklava Gliding Club.

*New members - John Mills, Kate Saunders, Cathy Wright.

*The winch, Bocian, and Kookaburra were all packed into the shed.

*The Bocian did 16 hours in one week.

The Decentralised Competition Sub-Committee has determined the rules and conditions for the 1977-78 contest and they are as follows.

1. The Competition will be conducted during the period 1 July, 1977 to 30 June, 1978, inclusive.
2. Only flights made in Australia will be eligible.
3. The F.A.I. Code Sportif must be used to verify all flights by an official observer, However, a barograph need not be carried.
4. Every glider pilot with a "C" certificate can be a competitor.

5. Classes:

- Open
- Fifteen Metre
- Standard
- Sports (manufacturers' claim of 34:1 or less only)
- Two seaters can be flown in their appropriate classes, solo.

6. Events:

- Open, pilots of any age can compete.
- Junior, pilots must be under 25 (i.e. must be born on or after 31 March, 1952).

7. Tasks and Scoring:

For the Decentralised Competition only the distance of flights will be used for scoring purposes as follows:

- a) Free distance flights = 1.00 points/km.
- b) Goal distance flights = 1.50 points/km.
- c) Goal and return flights = 1.75 points/km.
- d) Triangle flights with several circumnavigations = 1.75 points/km.
- e) Triangle flights (F.A.I. Record triangles) = 2.00 points/km.

(NOTE: Triangles up to 750 k. are Record triangles as long as no other side is less than 28% of the total length. Triangles 750 k. and larger are record triangles as long as no one side is less than 25% of the total length.)

Free distance and goal distance flights can be flown in a dog leg, however there should not be more than one turning point. Triangle flights with several circumnavigations three times is the maximum permitted must be around triangles according to the F.A.I. 28% rule, and the triangle must not be less than 200 km around.

All turning points must be nominated on the declaration board and must be rounded in the order of nomination. If a triangle is not completed then the flown distance between the start and the achieved turning points is effective as Goal distance = 1.50 points/km and the remaining distance flown will be scored as a free distance flight = 1.00 points/km.

8. Method of Entry.

Competitors should set their tasks in accordance with rules 7 and 3 above. After every task the pilot must send to the G.F.A. Certificate Officer, Tom Philcox a normal badge claim form (marked Decentralised Competition Entry) which shows the details of the flights, especially the type as per 7 above, which has been verified in the normal way by an Official Observer. The first such form received will establish that the pilot has entered the competition.

(NOTE: Forms must be sent to reach Tom within 1 month of the flight. Forms received after 30 July, 1977, will not be considered.)

9. Number of Entries:

Competitors may fly as many tasks as they wish during the competition period and all entries should be forwarded in the normal way. At the end of the competition the three best scoring flights of each Competitor will be added up to determine the total score.

CROSS-COUNTRY TROPHY.

Dr. J.F. Harley has donated a trophy to the club for the most outstanding cross country flight each year. The various claims for the trophy will be assessed in the same manner as for the Decentralised Competitions but with the following alterations:

1. The year runs from 1st March to 28th February each year.
2. No turning point photographs are required.
3. Declarations need not be in writing; a statement made to the duty instructor, duty pilot or assembled mob that "I on going to" is sufficient.
4. Dual Flights in two-seaters give rise to a claim (Dual Flights in a single-seater do not!).
5. Flights in sports class aircraft, only count.
6. Claims are based on the best single flight not the best three flights.
7. All distances are measured on W.A.C. charts.

So far the following claims have been made:-

<u>Pilot</u>	<u>Aircraft</u>	<u>Task</u>	<u>Distance</u>	<u>Points</u>
G. Harley	Ka6	Lochiel-Whitwarta Brinkworth-Lochiel	113 km	226
John Mills	Ka6	Stonefield (Goal)	125 km	187
David Stobie	Ka6	Stonefield (Goal)	125 km	187
Roman Groblicki	Arrow	Urania	85 km	85
Graham Parker	Arrow	Blanchetown		
Emilis	Kooka	O & R Paskeville (undeclared)	50 km	50
Adam Kirkland & Dene Larwood	Bocian	O & R Kulpara (undeclared)	38 km	38

RECOGNISE ANYONE?

- President:** Leaps tall buildings in a single bound.
Is more powerful than a locomotive.
Is faster than a speeding bullet.
Walks on water.
Gives policy to God.
- Secretary:** Leaps short buildings in a single bound.
Is more powerful than a shunting engine.
Is just as fast as a speeding bullet.
Walks on water if sea is calm.
Talks to God.
- Social Convenor:** Makes high marks on the wall trying to clear buildings.
Is run over by locomotives.
Can sometimes handle a gun without injuring himself.
Dog paddles.
Talks to animals.
- Solo pilot:** Runs into buildings.

Winch driver: Lifts buildings and walks under them.
Kicks locomotives off the tracks.
Catches speeding bullets in teeth and eats them.
Freezes water with a single glance.
He is God.

KITING - by Peter Nicholls
(reprinted from Australian Gliding)

A chance remark heard at the Bordertown airfield recently, reminded me of an unusual day in August 1969, at the flying field of the Bordertown-Keith Gliding Club. On this day, Stuart Dohnt had given a wind prediction of 35 m.p.h. at 1500 feet.

I arrived at the field at about the time of the completion of the first launch at 10.00 a.m. to be informed that our very conservative duty instructor Peter Muhlhan (noted for his flat launches) had obtained 2,500 feet, in the Kookaburra on the launch. This in itself may not seem so amazing, but when I glanced at the limply hanging windsock and recalled the strip length of 3,600 feet, rage boiled within me to think of the brutality that must have been wrought on the old MK1 ES52.

Whilst I was muttering such things as "Impossible" and "the cable would have broken" the Ka6 was launched.

It took off in a normal manner for zero to 5kt N.W. wind until at 200 feet the "too fast" signal started. I watched with incredulity as the glider rose above the one spot and then observed about 5 minutes later, it drifting backwards with the wire still attached. Keith Willis the pilot, always after that last foot of height finally decided he wasn't going to get any more than 3,100 feet and released. He was by this time behind or before the take-off point and the chute and wire which had come off the drum landed a couple of hundred yards downwind in an adjoining paddock.

After gathering things up again and speaking to Roy Milne who was driving the winch, I deduced that as the Ka6 was still signalling "too fast" with the drum stationary - he had no alternative but let it unwind off the drum by releasing the brake.

Pilots were cautioned from then on to release on reaching maximum winch launch speeds because they would be kiting.

I later had a remarkable launch in the Kookaburra with my 14 year old son pupil to 3,560 feet; we were 7½ minutes on the wire staying stationary at 65 m.p.h. The extraordinary thing from an instructing point of view was that I could teach him very little after release. He was at the stage of learning turns and the best that could be done was gentle S turns into wind at 75 m.p.h., in order to keep our position near the circuit.

As an instructor I cannot condone down-wind legs being flown backwards, but one pilot actually did this, completing his circuit without a turn of more than a few degrees as he crabbed across base leg.

We achieved 47 launches for the day, and an analysis of weather conditions indicated a maximum of 10 kts N.W.W. on the ground rapidly rising to 50 kts. at above 500 feet. In the middle of the afternoon a cross wind developed at about 2000 feet from the north.

(Editor's Note: In 1963, the Adelaide Soaring Club's Falcon two seater reached 4,500 feet on a winch launch. More recently we have heard of a winch launch in Victoria in excess of 5,000 ft.)

The article on competition flying indicates the conflict generated in clubs who no longer assess their role. While GFA states the aim of the sport as being "to produce safe efficient cross country pilots" (Instructors Manual), it is obvious that neither ASC nor the author (an instructor) push this attitude during training, thus leaving themselves open to the conflict later.

Let us just hope that Lochiel can learn from the problems of the established clubs - and avoid them by continuously testing our role in the scheme of things.

EMILIS

AIRCRAFT PROCUREMENT POLICIES - by G. Harley

In the past the club has bought its aircraft as the result of snap decisions. The purchase of the Arrow resulted from a highly optimistic plan formulated by Guy Harley to buy an IS28B2 coinciding with a half thoughtout notion of Emilis to buy an Arrow. Guy for the first time pointed out that an aircraft could be purchased via a loan, repayments for which could be covered by the increased revenue it raised. Previously, the club had always thought in terms of buying aircraft outright.

His initial assessment of an aircraft's earning capacity was excessively high but after further examination it was found that it could cover a \$4,000 loan. So Emilis then suggested we buy the Arrow and we got it.

The decision to buy the Bocian was similarly haphazard. It wasn't until Emilis said "Buy a two-seater or else...." that the club realised that it could afford a two-seater.

Both these decisions, although sudden, were logical. However, now that the club has a basic fleet of a two-seater and a single-seater, future decisions about aircraft purchases won't be so obvious. The following are the alternatives.

A. We don't buy any more aircraft.

A club's function is to, through growing, continue to serve its members better and better. If it can provide 3 aircraft instead of 2 aircraft to a member for his \$15 then it should do so.

B. We buy more aircraft.

Within the club's economic structure, the following are possible courses of action in the next 5 years:-

- (1) End 1978. Sell Arrow replace with a Ka6, or Boomerang or Super Arrow.
Advantages: We would be selling the Arrow before it got too close to its 20 yearly inspection and, therefore, unsellable. We would be getting a replacement aircraft which was younger and of higher performance. The replacement aircraft would have a two-piece wing, hence it would be easier to trailer and rig.
Disadvantages: In order to raise the money to cover the gap in price between the Arrow and the replacement aircraft (approximately \$1,000) the club would have to consolidate its present loans thereby increasing its repayments by a year.
- (2) End 1978. Purchase of an additional single seater.
Advantages: The queue for the Arrow would be smaller enabling longer flights, more cross countries and competition flying.
Disadvantages: We would be increasing loan repayments by \$4,000 (remaining \$1,000 comes from consolidation of present loans) and continuing them for an extra year so if the club stopped flying for a while the heavy repayments could break us. In order to be able to operate two solo aircraft at peak efficiency we need 30 solo pilots. So far we only have 20. This means we most probably won't generate enough money from the aircraft to fully cover the loans.

- (4) End 1982. Purchase of a Standard Class aircraft.
Advantages: This would open up another level of flying to club members. By 1982 we should also have the necessary number of solo pilots to support two single-seaters.
Disadvantages: The club would be tying up \$15,000 in one aircraft which would only be used by a select, and small, group of pilots.
- (5) Combinations of (1), (2), (3) and (4).
None of these options is mutually exclusive. The exercise of options (1) or (2) would merely delay the exercise of the other options by a year. Provided a two-seater could be purchased for less than \$4,000 (e.g. ES-49 Wallaby for \$2,500), the exercise of option (3) would not delay the exercise of any of the other options. If the two-seater cost more than \$4,000 it would put back the other options by one year for each \$1,000.

So you can see that the club has a number of courses of action open to it in the next 5 years. Which one it takes depends upon the club members, so what do you think?

COMING NEW MEMBERS - by Guy Harley

It isn't too long until the club is once again deluged by people wanting to know about gliding as a result of our Orientation Week efforts. Last year this turned into a debacle. We had to spend a lot of our time laying out the airfield and building the shed. When we did decide to fly the winch either wouldn't work or wouldn't work properly because we didn't know how to use it. The result was that a lot of people weren't impressed by our organisation.

This year we are established. We should be able to operate efficiently every weekend. Foul-ups are few and far between and when they do occur they are quickly dealt with. With the Arrow operating none of the solo pilots will need to use the two-seaters of which we now have two available. This means that everyone showing up at the airfield will certainly get at least one flight, if not several, and they can be quickly fitted into the training schedule.

However, people do not decide to join a club simply on the basis of its efficiency in its chosen area, they also decide to join it on the basis of the people in it.

This is one area where gliding clubs fail - let's face it, we're a male chauvini clique. So here are a few pointers in what to do when a potential member shows up on the airfield.

1. Talk to them. Don't just say "he's new isn't he?" and then carry on with what you were doing. Go over and say hallo. Explain to them what's going on. See that their name's put down on the list for a flight. If he has someone of the opposite sex with him then don't just assume that she's a girlfriend dragged along for the ride, treat her as a potential member too. After an hour of talking about sailplanes you've most probably bored them stiff so talk about Uni., the car they drove up in, politics, religion, the Kerry Packer series or something else.
2. Involve them. While they're waiting for their flight show them over an aircraft and tell them how it works so they know what to expect when they go up. Show them the winch and give them a ride on it. Under all circumstances don't let them sit down and look bored for an instant.
3. Sign them up - after their flight, not before. We don't want to appear too greedy. Get them to fill out a membership form so we can send newsletters etc. to them.
4. Teach them. Show them how to hook on a cable, run a wingtip and drive a winch before they get fed up with people screaming at them for not knowing what to do.

BOCIAN "RETRIEVE" - by Guy Harley

- Friday 5.00 p.m. - Everyone gets off work.
5.30 p.m. - Antony Veale starts picking everybody up.
6.30 p.m. - Antony tries to pick Guy Harley up from a party. He has different ideas and goes ahead to Emilis' place.
7.30 p.m. - Arrive at Emilis's place. Manouvre Balaklava's 9m. long trailer through 180 degrees in a space 8m. x 8m. At the expense of a few trees this is finally achieved. Plug doesn't fit Antony's car so trailer is rewired.
8.30 p.m. - Antony Veale, Guy Harley, Graeme Newcombe and Roman Groblicki leave for Melbourne.
- Saturday 2.00 a.m. - Stop at wayside halt 50 miles east of Horsham. Attempt to sleep.
6.00 a.m. - The increasing cold and noise of passing semis finally force the party to give up any idea of sleep, so they set off again.
11.00 a.m. - Arrive at Ringwood, Melbourne. Party has first sight of our Bocian.
11.30 a.m. - Party finishes admiring Bocian. The clear plastic covering of the Bocian was removed. The Bocian was then checked for holes etc. and the canvas covers then put on. The fuselage was wheeled onto the trailer. In order to fit, a few of the fittings for the Blanik had to be hack-sawed off and the tailgate removed. Mattresses and sleeping bags were then laid on the floor of the trailer. The 8m. long wings were then manouvred through 180 degrees in a 7m. x 7m. space. They were then rested upright on the mattresses. As many of the supports, used during transit in the container, as possible were put in the trailer. Everything was then well padded with piles of clear plastic sheeting and lashed down.
5.00 p.m. - Leave Ringwood.
8.00 p.m. - After imposing on Antony's relatives for a shower and having a decent meal we set off for Lochiel.
- Sunday 3.30 a.m. - Stop at Kaniva in order to attempt to sleep. All the mattresses and sleeping bags were being used on the trailer for padding. After much struggling they were freed.
6.00 a.m. - Finally frozen into action. The sleeping bags and mattresses were put back on the trailer. The Bocian was inspected and the padding readjusted.
6.30 a.m. - Leave for Lochiel.
3.00 p.m. - Arrive at Lochiel. Bocian rigged, and test flown.
5.00 p.m. - Winch packs up. Bocian derigged and put in shed. Winch towed to Bob McDonald's shed.
7.00 p.m. - Finish stripping clutch off winch. Antony, Roman and Graeme leave for Adelaide. Emilis and Guy return trailer to Dean Hill.
9.30 p.m. - Leave Dean Hill.
- Monday 12.30 a.m. - Guy and Antony finally get to bed.
- Friday - Everyone has finally recovered.

DIARY OF EVENTS

February 3rd Club Meeting - Emilis' place.
February 11th-19th Horsham Regatta.
February 18th & 19th Kimba Regatta.
March 2nd Club Meeting.
March 24th 27th Easter Regatta - Gordon