

SAILING HIGH

Gliding Days

Lockiel

early September 1978

SKELETON CREW

At this point in the flying season, the following represent the active core of the club -

Peter Ashenden 2723929
Tony Beveridge
Dave Birtton
Dave Biggs
Michael Docherty 267 3596
Tim Dodd
Jeff Dodd
Dave Ellis
Roman Groblicki
Guy Harley
Dene Larwood 261 5732
Neil Manokkelow
Des Maslen 353 2076
Graeme Newcombe 356 7868
John Nicholls
Graham Parker 261 5968
Judy Roberts 332 7657
Anthony Veale 332 4946

No doubt numerous others will be participating as they recover from exam or vacation activities.

ONLY 113 SHOPPING DAYS TILL CHRISTMAS

The long vacation usually represents the time of year when many of us head off to other things -

- . those that go home
- . those that go on vacation with the family
- . those that get jobs
- . those that may go to western Australia to crew at the National Competitions
- . those that stay and fly in local Xmas/New Year camps.

Don't forget, whatever you'll be doing, we have a break-up camp the week after the November exams.

For those staying in Adelaide, we're trying to organise a Sports Class regatta over Christmas & New Year.

COMPETITIONS

Not yet entitled to enter competitions?

But you'd like to go to one to see what its all about?

The club intends to take the Kookaburra to the Balaklava competition on October 7th, 8th, 9th

for novice pilots to share with a rated pilot.

R A F E I J

The club would like to encourage members to assist in selling 1000 tickets in a raffle to be drawn at the October meeting -

sell them to your friends

20c each prizes \$20 and passenger ride

get the tickets from Antony Veale (ph. 332 4946)

The MANUCADY HONDED

Let's forget for the moment that I did badly. The Boomerang went to Waikerie to fly, and that it did. In fact, it did best on the days which didn't score officially. On these days there were 8 of us, with aircraft ranging from Sports to the Open Class 20m "bantar". On the scoring days there were 45 gliders, and this was supposed the usually moderately attended regatta of 8 Sports class gliders, including the Uni Arrow, Waikerie Pilatus, Blanchetown Cherokee, Neville Daniels Cherokee, Tony Duncan's Super Arrow, Bill Simpson's Dart 17, the syndicate Ka6 and yours truly. Not bad.

The contest started with two days of no task, the Tuesday was blown out, and the Monday between was declared 'no contest'. After all that effort too. A huge task of 167km was set, thermals were expected to die after 3 hours, a beaut 20kt breeze was blowing against us up the first leg. So, there I am, 33km out, the turn point at Blanchetown in sight, but the overcast and head wind determine I shall land on this farmer's driveway I've just thermalled past for the third time.

On Wednesday I'm going well, pair flying with the Dart, and holding him despite his extra 2m wingspan (Arrow drivers note). In fact we both get so cocky as to leave a thermal at 2500' to dolphin on; the next thermal is at 600', coming off a wind shadow behind some trees. As I'm thermalling up, the Dart joins below me, and slowly sinks to the desk. Whew. It took half an hour to get this 40km out, but I spend an hour and half going another 40km in company with a Cirrus who photographs the second turn point in procession with me at 700'. Funny how you don't have to look far to get the silo into frame from that height. I land next to the town, the Cirrus scratches on a few miles.

The next three days are contest days, and I find the Arrow sticking with me, till I remember I'm flying a heavy ship now, and push on. Friday sees me in a paddock 6 miles from home, while the Dart cruises in. The only saving grace is that a lot of glass is even further back. Saturday I get home -- hurray- but still get done by the Ka6. Still not doing something right. Maybe it's something between takeoff and crossing finish line. Sunday, well; I sit in a paddock watching everyone go past. Bad judgement, made me enter the turning point as the weather cycled, and I couldn't get out. Definitely a day I'll have to drop in the State comps.

In part, this is what competition flying is about. 15 hours flying in one week. 460km flown across country. Pitting against weather, other pilots, and above all, my own inadequacies all the way.

Emilis

NEWS

Gliding at Lochiel

early September

A week long camp on the gliding field during August has introduced the latest activity at Lochiel -
concentrated flying

The recent addition to the club of 4 assistant instructors, renovated V8 winch, aircraft fully rigged on field, is now being backed with improving weather as summer nears to guarantee flying operations on site every weekend.

Members can look forward to -

- availability of the 'Arrow' for cross country touring each day
- 'Mid North Shuttle Trophy' to pass between us and Whitwarta
- flight instruction every day
- second two seater for training or cross country introduction on demand
- challenge the 'Boomerang' on a task
- invite your friends to a day's picnic outing to Lochiel and a passenger ride at leisure during the afternoon

With this in mind, the thought has been put forward that early in third term, or for the vacation, members might like the opportunity to fly on Fridays as well. Whether this is a goer will depend on demand from members.

This all means for -

- the interested member, greater training opportunities as the current trainee group reaches solo standard.
- the near solo pilot is guaranteed solo flying free of student mill.
- the solo pilot is guaranteed access to the Arrow for proficiency badge flights or general cross countries
- the advanced pilot is guaranteed availability of the Arrow and aircraft to chase for competition.

The competition attendance so far has been restricted to the Waikerie venue of the State competitions. The signs there were hopeful in that the Arrow had 7 other Sport class machines to chase; which perplexed the performance oriented organisers, and brought out several comments from former Sports class pilots that they would re enter this class.

Overall, not only the competition class appears to be becoming better represented, but the University club and private entries were well received, and both individual members and the club as a whole received statements of support.

Several members have stated their intention to compete, while others have expressed interest in crewing. If the interest is backed by demand, it could be feasible for those crewing to take a two seater along to fly while their pilot is on task.

This approach will be used at the Balaklava competition in October, and the Kookaburra will set out on task with a novice and a rated pilot already appointed.

The other seat can be taken by any novice pilot, even a member who isn't actively training at present.

If you want it, book the seat with the club; it'll be a big competition of over 50 gliders; so plenty to do and see.

~~T. K. K. K.~~
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(faculty) Computing Centre

from : A.U. Gliding Club Sports Association Adelaide Uni

Gliding News from Lochiel

early September 1978

All pilots are cordially encouraged to attend a club get together at the Uni Gym, North Adelaide on Thursday 21st September 7.30pm to enjoy information on using parachutes including practise ground level 'arrivals'.

SOCIAL CALENDAR

The next informal B.Y.O. club gathering has been arranged at

Guy Harley's , 42 Northumberland St Tasmore for 7.30pm Friday 29th September

the club extends an invitation to club members and their friends.

SOLO PILOTS :

If you would like to fly the Arrow cross country from Lochiel, have a look in the Sports Association office.

A cross country list has been started. Put your name on the date you wish to reserve. In this way, we hope all pilots will get a regular chance at the aircraft, and can fly cross country without depriving other members. The Socian & Kookaburra will fly locally for both training and solo soaring.