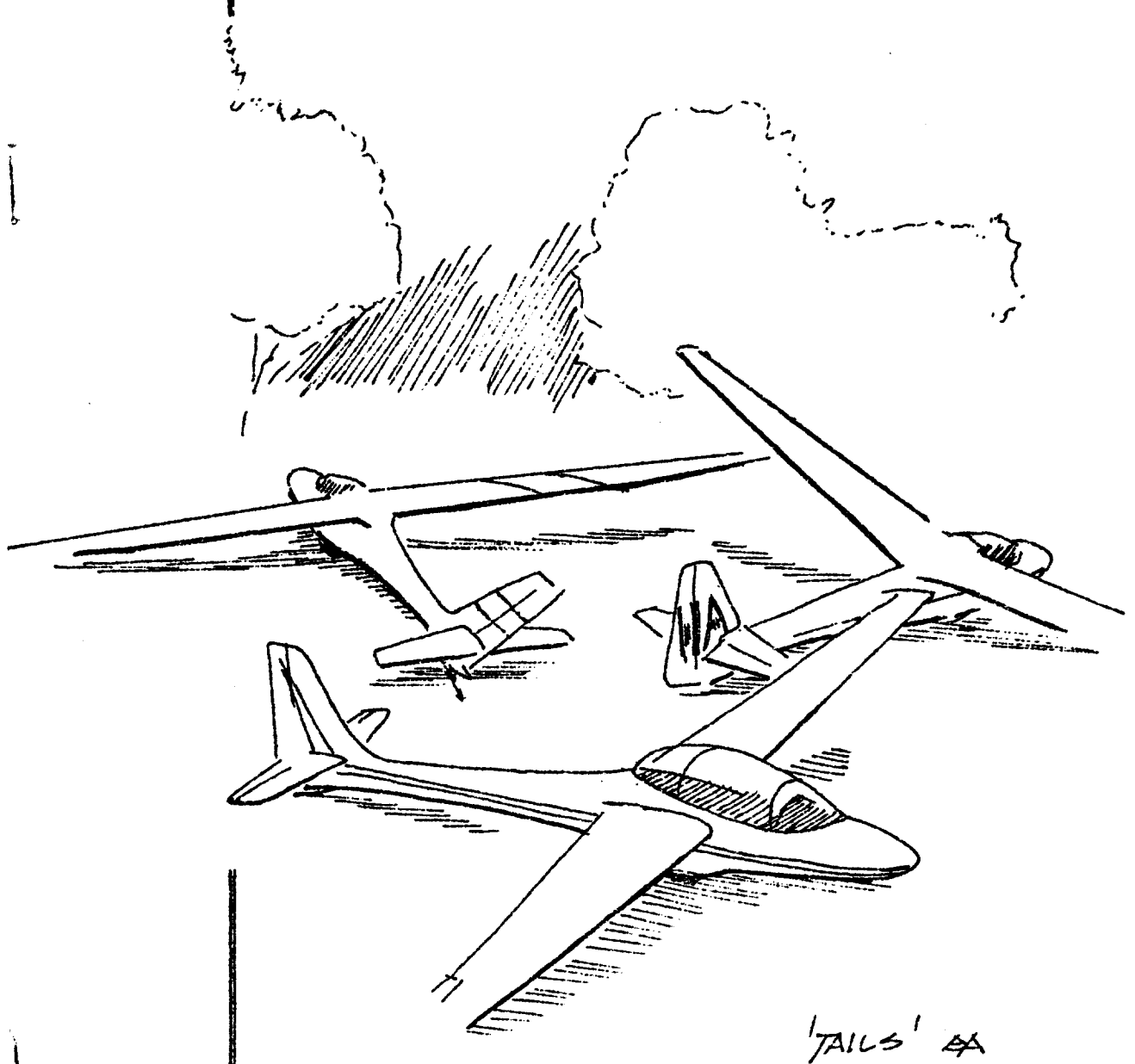


VOLUME 4  
NUMBER 6

# UNI GLIDING NEWSLETTER



'TAILS' EA

---

Registered for posting as a  
Category B

PRINTED AND EDITED BY : Mark Forster  
C/O Sports Association  
Adelaide University  
Nth Tce  
Adelaide 5000.

CLUB	HEAVIES :	PRESIDENT	Dave Ellis	258 1497
		SECRETARY	Dene Larwood	261 5732
		TREASURER	Graeme Newcombe	356 7868
		SOCIAL CONVENOR	Mike Docherty	2692023
		5th Member	Guy Harley	31 3788

DON'T FORGET the next club meeting is on Wednesday 1st August at 7.30 please be prompt as there will be another lecture. The sooner we start the sooner we finish.

## Letter to the Editor

Dear Sir

In the June edition of the newsletter Emilis urged us to "Think Big". It is therefore perhaps moot to recall what the expectations of the club members was when the club started and compare those expectations with what was actually achieved.

In early 1976 the club had nothing except Emilis and his Kookaburra. The continued availability these two was by no means certain. Consequently, the continued existence of the club was by no means certain. Because the amount of equipment needed to establish a viable gliding club was so expensive the forward planning of the club was based on waiting for the Sports Association to buy it for us.

This led to our expectations being as follows:

- (1) the acquisition of our own airfield sometime,
- (2) the completion of the V.8 winch soon as Sports Association funding was available in 1977, and
- (3) the acquisition of an aircraft as soon as someone could be conned into buying it for us.

For the airfield we looked at the Murray Plains, Tarlee, Clare and finally Lochiel. Nobody thought about hangarage we just hoped the owner of the airfield would provide a shed or something, we certainly couldn't afford to buy a hangar or even a shed.

For an aircraft, we thought we might be able to buy one every five or so years. We looked at Grunau Babies, ES-49 wallabies and tried to con members into buying them. It was hoped as a last resort, we could get \$4,000 from the sports association sometime in 1978 to buy an aircraft. In short, our planning was based on bludging of other people.

But in 1977 we moved into the University Airfield at Lochiel and I think the club finally realized that it had to build its own empire. But the task was daunting and we blundered along bit by bit as various empire builders in the club proposed wild schemes which resulted in practical ones.

In early 1977 I pointed out to the club that it could buy a glider on credit. My initial scheme to buy an IS-28 was wildly optimistic but it provided the impetus for the purchase of the Arrow. In September of the same year Emilis suggested the club buy a brand new two seater. Although the club thought it was impossible it did provide the impetus for Graham Parker to discover the bargain basement Bocian and for us to discover that we hadn't exhausted our sources of credit. In early 1978 Emilis suggested we buy a garage to store our gliders. David Biggs, Graeme Newcombe and myself then came up with an even wilder scheme; to build a hangar, and it worked!

Therefore, by mid 1979 the club had exceeded its expectations by \$15,000 and had stopped bludging off other people. But I think it was sheer luck which let us succeed. It is interesting to note that with the exception of the winch, no major project was conceived more than two months before it was acted upon and was the result of private initiatives. In retrospect all developments should have been foreseeable when the club started in 1976 but we didn't have the basic experience and knowledge.

The past three years have provided us with that knowledge and we can now effectively plan for future years. But the past three years have also taught us that our goal must exceed our grasp.

your's truly,  
Guy Harley.

## PUBLISH OR PERISH

Since formation, the Gliding club has produced the following reports in addition to the 4 volumes of newsletters which are in series -

Club operations interim report	November 1976
annual reports	April 1977
	April 1978
	April 1979
	June 1978
Airspace submission to DoT	
February data sheets -	
Sports Class	February 1979
Operations Centre submission	May 1979

Currently before the club meeting -  
Airfield development programme July 1979

In preparation -  
Potential demand for soaring in S.A.

---

## JUST TALK

A notice has been submitted to 'Australian Gliding' for inclusion in the Classifieds.

In its own cryptic way it says that in recent months, it has become clear that there are many pilots with dreams of seeing a particular project reach reality.

And that many projects, while different, contain common elements which could support one another. For instance, at casual gatherings, pilot one expresses desires to soar a particular area devoid of a soaring site. At another, pilot two wants a farm to retire on, why not with a strip. On the telephone, pilot three would support a site set up for private owners.

Now bring them together, prove that enough pilot one and three exist to make pilot two's project viable, presto a new gliding club.

The only missing link is a catalyst- pilot number four. He doesn't have to get involved beyond putting the right combinations together. A clearing house, information gathering, and making the problem adding up.

Turns me on.

Emilis Prelgauskas

## Amendments to membership list.

Additional member.  
Greg Fulton,  
10 Lincoln College,  
45 Brougham Pce,  
Nth Adelaide, 5006.

## Phone Numbers.

Dave Ellis 258 1497  
Chris Markovitch 294 3726

NC  
267 1086

The following list is compiled from membership list, car attendance and member attendance records.

HOW TO GET TO LOCHIEL

If you're intending to go flying, this list will tell you, not only who lives in your area, but -

- who usually takes a car (asterisk)
  - who lives closest (name either side of yours)
  - who can pick you up on his way (names above yours in the list)
- and • what day the majority in your area have been going up.

WHO LIVES CLOSE BY :

Name	phone	car?	AREA
John Canny	294 1873	x	SOUTH WEST (Saturdays)
Chris Markovitch			
Linda Smith			
Tony Allen			
Kym Bennet	297 2375	x	
Philippe Mortier	352 6126		
Andrew Clermont	276 5701		SOUTH (Saturdays)
Peter Ashenden	272 3929	x	
Dave Blackburn	uni ext 2281		
Robert Duckmanton			
J. Gordon	42 4929		
Emilis Prelgauskas	339 2381	x	HILLS (Saturdays)
Antony Berglas	388 7387		
Jamie Thompson	339 2392		
David Biggs			CENTRAL (Sat. & Sun)
Robert Duckmanton			
J. Gordon	42 4929		
Keith vander Pennen	269 2191		
Graham Parker	261 5968	x	
Kate Swanson	44 7495		
Shirley Scrokin	269 4069		
Dene Larwood	261 5732	x	
Don Hein	261 4245		
Antony Beveridge			
Pat Muncey	261 1002		
Brenton Minck	261 4040		
Guy Harley	31 3788	x	EAST (Sundays)
Tony Kiek	31 3999		
Antony Veale	332 4946		
Adam Kirkland	332 7657		
Brian Hanish	337 1523		
Graeme Newcombe	356 7868	x	NORTH WEST (Sundays)
Thin Leong	356 1100		
Tin & Jeff Dodd	49 5870	x	
Chris Hicks	49 7505		
Des Maslen	353 2076		
Vesna Gadresk	356 7141		
Roman Groblicki		x	NORTH EAST (Sundays)
Mark Forster	251 2820		

## THE CLUB BADGE

or EMBLEM? ESCUTCHEON? TALISMAN?

At the Club meeting before last, I brought up the idea of a Club badge, and now have the job of presenting something on the matter.

So here are a few paragraphs of the thoughts of badgeman Jeff.

Clearly, before a supplier can give a price, they need to have a fixed design, no-one will price an idea without having a good margin their way.

Besides the metal badge, a larger car sticker to the same design ought to be considered. As well.

So I think the first thing is to decide on a design, but of course there is much more to successful design than anyone thinks.

Most Gliding/Soaring Clubs have an outline of a sailplane and the Clubs name, which is reasonable enough as that is the information that is being put forward. The difficult thing is to get it across with flair and originality.

Consider these points.

If a sailplane on the badge, should it be the 19 metre KESTREL, surely the ultra classic of sailplane outlines, or a fin-de-siecle primary glider, or a box-kite? Or even a sailplane at all? Perhaps something symbolic instead.

Most badges are coloured blue, with white for clouds and sailplanes. But blue is a cold colour, the colour of peace and tranquility, do you want to be thought of as cold and peacefully tranquil?

How about the red colour of the Australian desert sand? You are going to see a lot of that.

And lettering, the Clubs title runs to 29 letters, quite a lot to get on a small badge, but easy on a larger sticker.

John Dowie, the sculptor and artist has sketched a design for starters, which you can see at the next Club meeting.

So it seems to me that we should decide on a design, and then resolve whether it is good enough to go on with. And the resolve has to be firm, as this will be neither temporary or cheap.

Everyone is enjoined to put forward their ideas.

JEFF.

### RECENT RIDGE SOARING ACCIDENT.

During the A.S.C. Black Springs safari (near Burra), their Astir Std. was extensively damaged when it crashed into the top of the ridge. Full details of the accident are not known to me at this stage but I would like to make some personal comments for your own safety.

1. Pilots of every level of experience will continue to have accidents because they fail to appreciate the conditions:- wind strength and direction, turbulence, curlover, no paddock selected, flying too low and slow, etc.
2. Beating up the ridge when not familiar with the terrain and local hazards, is definitely taboo.
3. If you have a late, boozy night, don't go flying the next day. I mentioned this in a recent AUGC newsletter.
4. Know your aircraft performance, and your own limitations. If you feel the situation is getting beyond you, then clear out of the area with enough height for a paddock landing if necessary.

I am not implying that any of the above factors caused the accident, but something must have, because it hit with one hell of a thud.

TK

---

### AIRSPEED.

Everyone would agree that safe airspeed near the ground is vital if you want to survive in gliding. 'Near the ground' is generally accepted as being below 1000' AGL (above ground level), and this should apply when ridge soaring also. 'Safe airspeed' is  $1.5V_s$  (1.5 times the stall speed of the glider) and in the Bocian this works out at 50 knots. The only time you need to increase this is on final approach where you add  $\frac{1}{2}$  head wind strength, i.e. into a 10 knot headwind, you land the Bocian at 55 knots. There is no need to fly the downwind or base leg any faster than 50 knots. If you do go faster, three problems can arise:- (1) The circuit is flown too quickly and there is less time for checks, circuit planning etc., (2) You are inconsistent with other aircraft in the circuit, (3) The glider will lose excessive height due to excess speed.

Therefore the instructors are looking for good speed control in the circuit as an indication of your proficiency and understanding of the problems. Apart from landing, safe speed should be maintained when thermalling with other gliders to prevent stalling or spinning down thru the stack. And in addition, safe speed should be maintained when ridge soaring under 1000' AGL. Sudden up-draughts can put your angle of attack past the stalling angle, and if you're too low to recover, you've had it.

TK

## CROSS-COUNTRY

It is a fact of life that club pilots find it harder to compete in the state competitions than private owners. Club pilots have to share an aircraft, resulting in them being only able to compete on the minimum number of days required to score. They must, therefore, be consistent in their flying whereas the private owner can afford to go for broke, dropping the days that he goes badly from his score

For this reason it is essential to limit the number of club pilots using a club aircraft in the state competitions. Naturally, only experienced pilots will be selected to attend competitions.

Those not selected to fly at the competitions are encouraged by the Club to fly cross-country in order to gain the experience necessary to enter competitions and, of course, to enjoy themselves. To this end, the Club has a cross-country trophy which is awarded annually to the pilot who makes the best cross-country flight.

However, in the past, competition for this trophy has not been very fierce. Consequently, the custodian of the trophy (that's me, 'cause my dad donated it) has decided to change the rules for its award. Basically, it will now be awarded to the winner of an intra-club cross-country competition.

## ADELAIDE UNIVERSITY GLIDING CLUB INC. CROSS-COUNTRY CHALLENGE COMPETITION.

1. The Competition shall be administered by a Competition Director (CD).
2. The Competition is open only to club members who are cross-country rated on the Arrow and have completed the distance requirement for the Silver 'C' badge.
3. The CD will seed pilots who nominate to enter the competition by:
  - (a) placing pilots who competed in the previous years state competition in Sports Class in the order of their final placings at the top of the list, and then
  - (b) placing pilots who nominate to the CD by August 10th in the order indicated by a ballot, and then



## NOTES FROM INSTRUCTORS PANEL

Visit to AUGC by High School students to coincide with 2nd vacation camp during week Monday 27th August to Friday 31st August. Instructors are available for the whole week.

AUGC 2nd Regatta to be held weekend Sept 1&2, 1979. Instruction will be available on Bocian that weekend. All AUGC members needed on field to help in running the Regatta - some have specific jobs as outlined on noticeboard in Sports Assn.

Keith Van der Pennen and David Blackburn now rated to drive V8 winch. Student pilots responsibility to ensure his blue book signed out on the day.

New flying fee structure: Club rates 8c/min, \$1 per launch.

Visitors 12c/min, \$1.20 per launch.

Passengers \$4 for 15 mins, then 12c/min.

Manual of Flying Procedures available this month, all members required to get a copy at 25c each.

Arrow grounded pending repairs and general clean up - to come to Adelaide.

Several of the more experienced pilots nominated to attend Assistant Instructors course at Waikerie in Sept.

Rules of the air test formalised. Test sheets circulated to instructors.

Club policy to be formulated re AUGC competition seeding for Arrow.

---

## KEY WORDS.

On glancing back thru some old gliding magazines, I saw the word FACTS as a pre-landing check - Flaps, Angle, Cart, Trim, Speed, and I wondered why this check is now changed to FUST, the Angle being as important as anything. I've always been a user of keywords, ROYGBIV, QED, etc., because I've got a lousy memory for long, drawn out phrases and quotations. And so also with gliding I find keywords help me, CHARACTER, AMTHHLLL, FUST, RUST, OLS. What are these last two you ask? Just my way of remembering the after release check: Radio on, Undercarriage up, Speed OK, Trim to speed, and the safety check Other aircraft in circuit, Wind strength and direction, Landing area clear, Safe speed near the ground.

TK

---

- (c) placing pilots who nominate to the CD after August 10th at the bottom of the list in the order that they nominate to him.
4. In order to gain a higher seeding a pilot must challenge a pilot with a higher seeding. If he is able to beat the higher seeded pilot in more challenges than the said higher seeded pilot beats him then he will take the higher seeded pilots seeding. The higher seeded pilot's seeding and the seeding of all pilots below him will then be reduced by one. Where the number of times that the challenging pilot has beaten the higher seeded pilot is equal to the number of times that the higher seeded pilot has beaten him then the result of the last challenge will prevail.
  5. A challenge will occur automatically where two pilots are present, eligible to compete and have a serviceable aircraft at their disposal at a regatta recognised by the CD or at the University Airfield on a day nominated by the CD as a club cross-country day.
  6. A challenge may also be arranged between the pilots concerned.
  7. The task for the challenge shall be the task set by the regatta organisers, if applicable, or the task nominated by the higher seeded pilot, provided however that if the lower seeded pilot wishes to complete a badge flight then the task shall comply with the requirements of the badge flight.
  8. The pilots in a challenge must both fly Sports Class Sailplanes.
  9. If a pilot shall consistently make himself unavailable for a challenge then he shall be allocated a lower seeding or removed from the competition at the absolute discretion of the CD.
  10. The winner of a challenge shall be the pilot who flies the longest distance along track or flies the task in the shortest time measured from takeoff to touchdown or, if a starting line and finish line are available, then the time elapsed between passing through those lines.
  11. Times and distances provided by regatta organisers shall be conclusive proof of those times and distances. In other

cases a timekeeper must be appointed by arrangement between the pilots concerned. Times must be measured to the nearest second and distances to the nearest kilometre.

12. Results must be forwarded to the CD personally, via the Club pigeon-hole or attached to the flight sheets within seven days of the challenge or the end of the regatta during which the challenge was held, whichever is the latter.
13. The highest seeded pilot at the end of the competition will be awarded the Club Cross-Country Trophy.
14. All pilots competing shall pay \$1 per challenge to the CD who shall use such money to administer the competition and to award prizes to the 1st, 2nd and 3rd pilots at the end of the competition.
15. The competition shall run from August 10th to April 30th each year.
16. The CD is responsible for interpreting these rules and if he considers it just and equitable so to do he may suspend the operation of any of the rules for any time. The CD's decisions are final.

In order to get the competition going a seeding list has already been drawn up on the basis that all pilots in the club who are eligible to enter wish to do so. The seeding list is as follows:

1. E.Pregauskas
2. G.Parker
3. G.Harley
4. G.Newcombe
5. J.Dodd
6. R.Groblicki
7. D.Ellis
8. T.Kiek
9. D.Larwood
10. T.Dood
11. N.Mancktelow
12. D.Stobie
13. D.Biggs

As soon as the state competition calendar is set, I shall publish the dates for the Club Cross-Country Days. It is hoped that on these days cross-country flying will be given priority and the private owners will make themselves available for challenge.

## THE CRYSTAL BALL

Emilis Prelgauskas

In the next few years, the sport of soaring will begin to grow at an increasing rate. This can be achieved by more intending new pilots being attracted into the sport through these avenues -

- clubs will be offering old sailplanes for sale, which will not be in demand by other clubs. Consequently, these sailplanes will find their way into private hands at modest prices.
- people thinking about taking up soaring will see this alternative ; where private ownership (similar to sailing, horseriding, etc) is not restricted to the affluent sector of the market.
- as a result, more pilots will be trained who intend to fly inexpensively through private ownership. These pilots will stay in the sport, having an investment in it, and having entered the sport with the prime intention of taking up this commitment.

The result will not be only more pilots, but more pilots who have equipment suitable for competition. The result will be an increase in competition entries in Sports class.

At the same time, moves to hold a single State competition and one National competition alternative years for high performance classes will have this effect -

- as club regattas no longer score toward state scores, the organisation and entries will be geared to lower numbers of competitors.
- the one pilot per sailplane demanded in State and Nationals will reduce the numbers able to compete.

The result is a lower number of pilots qualified to compete in the high performance classes.

Inexperienced pilots and those unable to get a place in the top 20 in each class likely to be permitted into a State or top 5 per class per state allowed into the Nationals, will have to find another competition avenue.

The long term result could well be to push the unsatisfied demand to Sports class.

This could come about because meanwhile Sports class will -

- be accepted as the class in which to build experience
- the atmosphere, conditions and venues will remain informal,
- the number of venues will increase to accommodate the need to keep entries small, and accommodate the rising pilot demand.

The ultimate result could be that the present trend to consider Sports class separate from other competing classes will permit a completely free hand in developing an entirely suitable competition format to meet the demand.

In the long term, Sports class could be the biggest class.

A.U.G.C. WINCH DRICERS

as at 18th July 1979

David Ellis	258 1497	Adam Kirkland	3327657
Roman Groblicki	no phone	Tim Dodd	49 5870
Peter Ashenden	272 3929	Graeme Newcombe	356 7868
Don Hein	261 4245	Micheal Docherty	269 2023
Kate Swanson	44 7495	David Blackburn	Uni Ext 2281
Dene Larwood	261 5732	Des Maslen	353 2076
Kim Bennett	297 2375	Chris Markovitch	294 3726
Kieth VanDerPennen	269 2191	John Canny	294 1873
		Mark Forster	251 2820

Would The Unamed Person Who "Prepared" The Flight Sheets For 30/6/79 When

Steve James  
 Anthony Berglas  
 Dave Blackburn  
 Prof Trefether  
 Mike Barder  
 Prof Luxton  
 Des &  
 Tom were present

Please Let Me Know 1)Who Steve James is.  
 2)If any money was collected on  
 this day.

Graeme Newcombe.  
 356 7868. (7/7)

*The New instrument panel on the back of the winch is now operational  
 Please take note of it, it could save you from destroying the motor*

*OPERATIONAL READINGS seem to be;*

*COOL PRESSURE 55psi  
 TEMPERATURE 80 idling to 90-95 after a launch  
 100 and its boiling ie needs to cool down  
 maybe even check the coolant. This should have  
 been checked during the DJ.  
 TACHO Idles at 600-800rpm to an absolute redline of  
 3800 safe limit 3600  
 AMMETER The needle flutters a lot but it should be at a  
 approx 0 it may discharge slightly while  
 launching.*

Membership. by Guy Harley.

In the past there has been some confusion over who may join the club. Because we are affiliated with the Sports Association only people approved by that body may join and then often only on the payment of an additional fee. It is in our interests to police this requirement because it ensures that additional funds are available to the Sports Association and it is this source of funds is used to build, operations centres and provide loans for the purchase of gliders.

Those people who are permitted to join the club are as follows:-

1. Without an additional fee:
  - (a) Adelaide University Undergraduates.
  - (b) Anyone who is already a member of the Adelaide University Sports Association or Adelaide University Union.
  - (c) Flinders University Undergraduates, and
  - (d) Anyone who is a member of the Flinders University Sports Association
2. Upon payment of an additional fee:
  - (a) Adelaide University external students.
  - (b) Graduates of any Australian University.
  - (c) Academic, professional and ancillary staff of the University Union, Mackinnon Parade Child Care Centre or AU bookshop.
  - (d) Spouses and children under 18 of anybody in categories 1(a), 2(a), 2(b) and 2(c) above and
  - (e) Managers and employees of any business carried on on campus
3. Upon payment of an additional fee and approval by the sports association
  - (a) Current members of sports associations of other tertiary institutions and
  - (b) People who originally qualified under categories 1(a), 2(a), 2(b) and 2(c) above and were members of the sports association but have since ceased to qualify under those categories.

So when ever signing up a new member care should be taken to see if they fit into one of the categories. If he claims to be a Union/Sports Association member he should be required to furnish proof such as his union or library card. The club has already been "conned" in this area once by a person claiming to be a med student who later left owing the club \$50

If he falls into category 2 he should be relieved of a further sum of \$20 which is then forwarded to Graeme Newcombe (with an appropriate covering explanation) for payment to the Sports Association

If he falls into category 3 the \$20 with full details should be forwarded to Guy Harley who will arrange for approval by the Sports Association.

---

For Interest. Charges at Wakerie Gliding Club

Towing : 95¢ per minute  
Twin Astir : 13.20hr W/E or solo  
Solo Flying : 9.00 per hour  
Twin Astir Dual MIDweek 15.00  
+ 20% FOR VISITORS.

cheap hey.

## AL CU SOLAR COLLECTORS

A new form of solar collector absorber plate which owes its high efficiency to advanced design and the successful fusing of aluminium and copper has been developed by Granges Aluminium, Stockholm.

Each of the absorber plates is 14cm wide and comprises two aluminium strips rolled together around a copper tube, thereby producing a metallurgical bond. The interior surface of copper — which has a high resistance to corrosion — conducts the air or liquid used in the system, while the aluminium outer surface absorbs solar energy.

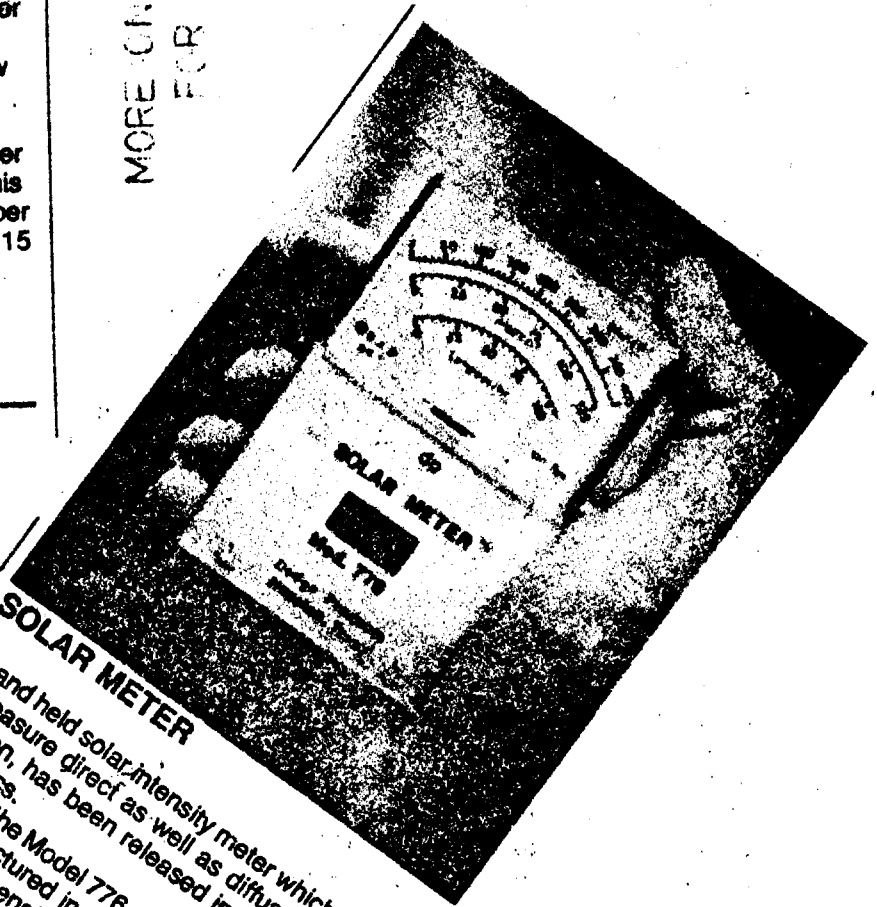
The advantage of using aluminium for the outer surface resides in the metal's excellent heat-conducting properties, its relatively low weight, and its low and stable price.

Still greater efficiency can be achieved by giving the aluminium surface a selective layer by means of a special anodizing process. This ensures that the aluminium can absorb 95 per cent of solar radiation while losing only 10-15 per cent of long-wave thermal radiation.

Granges Aluminium AB,  
PO Box 40024, S-10341, Stockholm, Sweden.

Quote BPN E.4 on Reader Service Card

MORE ON SOLAR POWER  
FOR SAILPLANES



## SOLAR METER

A hand held solar intensity meter which is used to measure direct as well as diffused solar radiation, has been released in Australia by Sentronics.

Known as the Model 776, the meter is designed and manufactured in the US for field use by architects and engineers, involved in the use of solar energy.

The meter is a two bearing microammeter, loaded to ensure accurate response. The calibration was carried out at the solar testing facility of the University of Houston. Each unit is calibrated against this standard before despatch to the user.

Weighing 130 grams, the Model 776 solar meter is calibrated in both heat units (Langley's/hr) and electrical units, mW/cm<sup>2</sup>. The third scale is gram calories/cm<sup>2</sup> per hour. (Langley's/hr).

The unit can be used to estimate the total heat rate of solar radiation input to heat collectors, and the mW/cm<sup>2</sup> is used to check solar voltaic panel performance. It is also useful for measuring transmission loss through transparent materials.

Sentronics Australia Pty Ltd,  
28 Pynch St, Artarmon, NSW 2054.  
Quote BPN E.28 on Reader Service Card

AN  
AID TO THERMAL  
FORECASTING ?

## THE ELECTRIC WINCH

subtitle : Das Electriscche Segelfluge Uppendraggen.

The 1979 budget for the club included the sum of \$1200 for petrol to run the winch. Recent price increases will result in \$1400 actually being spent on petrol. This makes petrol the second highest item of expenditure in the budget, being only exceeded by loan repayments on the aircraft.

However, the 1980 budget for petrol will probably be \$2000 and in 1981 it could be \$2500 making it the highest item of expenditure in the club. Since the club policy is to make flying operations financially self-sufficient, this will mean that you will be paying \$2 per launch. Consequently the cost of going solo will increase by \$100.

Unfortunately, there is little which can be done in the short term. The V8 engine cannot be converted to LPG since this will result in an unacceptable power loss.

Since it will be necessary to replace the present winch in 1981, planning for the construction of an energy efficient winch should begin now. The following method I would suggest;

The winch should be built on a custom built chasis. It could be propelled by a flinders uni electric motor powered by a bank of batteries. Launching would be achieved by a heavy duty industrial motor powering two drums through a split differential. This engine would be powered by mains electricity via a power point located at the end of each strip. In emergencies, such as outlanding retrieves, it may be possible to run the launching motor off the batteries used to drive the propulsion motor.

The Rough Costing is:

Chasis, fabrication etc	\$ 1500
Propulsion motor and batteries	\$ 4000
Launching motor (S/H)	\$ 2000
Mains power connections	<u>\$ 4000</u>
	\$11500

plus, of course, voluntary labour to build it.

The Engineering Department could be persuaded to design and supervise its construction on the basis of a student practical exercise. Some funding from the government, the university and GFA may be available if we can persuade them that nearly all of the 90 gliding clubs in Australia would be formed to buy such a winch, either in kit form or fully built by 1985. Such a winch may also be exportable to Europe, where only diesel-electric winches are available.

Consequently, I suggest that the club make a submission to the Uni, similar to the submission on our building program made to the sports association, as soon as possible for the construction of a prototype electric winch.

Guy.

After a recent day of flying at ASC, I looked around to find someone to relieve me of my money. But no-one wanted to take responsibility. Apparently the system over there is: you put your money in an envelope and put it in a locked letterbox sort of thing and its sorted out later.

When I asked why no-one collected the money one of the ASC members replied "If we have someone to collect the money we'd have to pay them, wouldn't we?".

Lets hope we never get like that

G.N.



AUGC REGATTA SEPT 1 & 2, 1979

JOBS as suggested by meeting 4.7.79

Organisers T.Kiek 313999, G.Harley 3392381

Met Briefing: Mike Hancy 426601

Task Setting: Emilis Prelgauskas 3392381, G.Harley, T.Kiek

Scoring: P.Ashenden 2723929

Ground Marshals: D.Ellis, D.Biggs, G.Newcombe, K.Swanson, B.Minck, Thin Siew,  
D.Blackburn, A.Clermont, J.Dodd. Other volunteers.

Catering and Accommodation: M.Docherty 2692023, T.Beveridge.

Winch Drivers: K.Bennett, R.Groblicki, D.Larwood, D.Hein.

Tugmaster: M.Crowell or Rob Moore, D.Biggs assisting.

Safety Officer: T.Kiek

Finances: G.Newcombe 3567868

GROUND MARSHALS

Will need to be on field by 8.30 a.m. at the latest both days.

Will need hat, sunglasses, binoculars, 40' towrope each.

Will be responsible for directing traffic to car park and tie down areas.

Will be responsible for lining up gliders on start grid, i.e. help to tow out gliders, etc.

May be needed for crewing some gliders.

Will be needed at start line and finish line as aircraft spotters.

Must maintain safe operation with respect to vehicles on the strip.

WINCH DRIVERS

Need to have winch up and running by 9 a.m. latest both days

Need to get supplies of swages, oil, etc.

Need to check cable condition and drogues.

SCORER

Will need to plan ahead, get calculator, handicap point system operational.

Will need display blackboard for posting scores and times. Will need to liase

by radio with tug pilot for off tow starts, and with launch point for winch start times.

ENTRIES AND Scrutineering: T.Kiek

THE FIRST  
CONTEST  
IN THE 1979 / 80  
SPORTS CLASS CALENDAR  
OF THE S.A.G.A. STATE CHAMPIONSHIPS

LOCHIEL

SEPTEMBER 1 & 2

both winch & aero launch to  
accommodate pilot experience

contest in accordance with state rules —

- ENTRY OPEN TO BOTH REGULAR CLASS COMPETITORS & COMPETITORS IN THEIR FIRST SEASON.
- SAILPLANES SUITABLE : ALL SINGLE & TWO SEATERS OF LESS THAN STANDARD CLASS PERFORMANCE.
- SCORING INCLUDES EQUALISING HANDICAP BASED ON AIRCRAFT PERFORMANCE
- FIXED CAMERA & PARACHUTE MANDATORY.