

Adelaide University

GLIDING CLUB

news letter

4

April 1980
Vol. 5 No. 2

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An introduction to the Club
CFI's Report
Interesting bits and pieces
No Phantom's Column!!!!

INTRODUCTION

Another editor sits at his kitchen table typing another "Introduction" to yet another Gliding Club Newsletter.

Several questions need to be answered, and no doubt, in the fulness of time they will be. Some questions are of shattering importance, others are far less important, and others are just there to fill in space. Such questions are:

Will this edition get out on time?

Answer: Stay next to your letter-boxes, folks, and Australia Post willing we will soon find out.

How long will this editor last?

Answer: Unknown, but history presents some interesting precedents with some editors that lasted all year and others that didn't get past their first editorial. But if Mark Forster's footsteps are followed we may soon have a circulation rivalling that of the Sunday Mail or the local free paper.

How many times does 'n' appear in this edition?

No, I didn't think so either, but it did take up some room.

In this edition we introduce the Club to everyone - some people who wonder if they should go soaring may see this, and to them a few words should be addressed: No amount of introduction will tell you if you will like soaring - the only way is to come up and try it several times and work it out from there. The article on the Club will tell you why we are the way we are as a Club.

If I find time, there may be an introduction to the members of the executive - just how libellous it is depends on how I feel at the time.

Also included are many pages of business - unfortunately these cannot be helped and that's why they are there.

Plea: As always the Newsletter needs material from the members of the Club. We are virtually desperate for material and will accept almost anything (cartoons, I-was-there stories, I-did-it stories (esp. from Guy and Owen), bedtime stories and dirty stories) except more on Club business. But in extreme situations we will even take that.

There was something else to say, but for the life of me I can't remember what it is so I apologise for whatever it isn't.

Also, apologies for the lack of a Phantom's column, but I haven't

ADELAIDE UNIVERSITY GLIDING CLUB.

(incorporated; no less).

Objectives - to provide students who want to fly, with the opportunity to do so inexpensively.

How? - The Uni Gliding Club provides resources. To keep costs contained, use of these assets involves student's time, rather than just money.

Below, we answer the questions, what; where; and expand on how we achieve our common aim of getting some flying done.

RESOURCES.

First, expertise. Members of the Club make their time available to run the Club. They do this outside the time they make available for their own flying. These members are the 'Oldies'. They've been in the sport long enough to have the experience without which no flying could be done.

Some experience, like gaining instructors ratings, take quite some years. Other experience, like daily aircraft inspections, driving winches, etc, come with learning to fly. Other experience, like sharing ground handling, taking part in Club Projects and attending monthly meetings can start immediately.

So, even a novice can pitch in. This leaves the 'heavies' free to contribute what they do best; teaching flying, taking responsibility for the safety, organising the airworthiness of equipment, and so on. They give their time and experience free of charge; you will be expected to do the same.

Because this experience is available, we do our own equipment maintenance, build our own facilities, and generally replace \$'s with effort wherever we can. The result is a substantial reduction of our fees below the average in South Australia, which is supported by assistance from the Sports Association.

Physical resources which we have built up in this way include - sailplanes, launching equipment and facilities.

SAILPLANES.

The Uni Gliding Club owns two sailplanes, and has other sailplanes owned by members operating with it.

Flight training is carried out in a two seat 'Bocian'. The name is Polish for "stork". The sailplane was bought brand new from Poland in 1978. The sailplane has a wingspan of almost 18 metres, making it a large piece of equipment. It is constructed of wood (mainly spruce) and weighs 330kg. Its performance is 'moderate' by today's standards, achieving a best glide of 26:1. However, it has a very low sinking speed which makes it exceptionally suitable to the training role.

Pilots sit in tandem, pupil up front, instructor behind. Instruments in the front, are visible from both seats. During 1979, the Club got a trailer for this sailplane, which will now permit its role to be extended to include cross country and competitive flying.

Solo flying is carried out in a single seat 'Arrow'. This sailplane was built in Adelaide in 1963, and was bought second hand by the Club in 1977.

The sailplane is only 13 metres in wingspan, its achieved performance being a little better than the Bocian, being 28:1. The Arrow has been used for local flying by pilots converting from the Bocian after achieving solo status; it also is flown cross country and competitive performance by our pilots has varied considerably, however, it has shown that in the hands of a capable pilot it can score very well; assisted now in new competition rules by a 10% advantage handicap.

The Arrow is also constructed of wood, weighs about 180kg, and is considerably more manoeuvrable than flying the Bocian.

Other sailplanes flown with the Club include-

- an ES-Ka6 owned by Guy Harley, John Mills, and Dave Stobie
a German design built in Australia in 1965
- a Sagitta owned by Graham Parker and Dave Biggs
a Dutch sailplane which means 'Lightning', built in 1965
- a Boomerang, an Australian sailplane built in 1967.

all three are wooden sailplanes achieving about 30:1 glide slope, which are raced in 'Sports' class competition.

LAUNCHING.

The Club built its own launching winch, which consists of drums of 4m. stranded cable which are laid out, and then reeled in to launch the sailplane. The unit consists of two drums driven through a differential and automatic gearbox by a 273 V8. The unit is mounted on the tray of a truck, making it both self mobile for laying out cable and also for transit on excursions. By using two drums, two launches can be made after each laying run by the winch.

FACILITIES.

The Club negotiated a lease on a 160ha. site at Lechiel, 140km. north of Adelaide. This site was chosen, because it is well removed from the airspace limitations imposed by civil and military aircraft travelling Adelaide, and adjacent to the site is a 250m. high ridge which is an important soaring feature of the area.

On the site, the Club has established two runways, a hangar, as well as support facilities. A private hangar is also located there.

Supporting facilities include 'pie-cart', fuel bunker, tools and spare parts.

FLYING OPERATIONS.

Flying is conducted each weekend and Public Holidays, as well as during vacation periods. Flying is carried out on an organised basis only.

Instructors nominate their availability in rotation, so that an experienced pilot is always available. Pilots nominate the day they will fly the proceeding week, on a list

All pilots meet on the morning of the flying day, and share the minimum number of cars necessary to get to the field. Petrol costs are shared also.

In this way, arrival on the airfield also guarantees that flying will get underway. Everyone shares the morning and evening preparation of equipment; and the work load between winch driving and aircraft handling at the takeoff point is shared according to experience.

The instructor is responsible for the safety of operations as well as flight training; and his advice should be sought. Flying is shared between pilots, the time of day on which they fly being selected to suit the stage of their experience.

COMPETITION SUMMARY.

The season just completed consisted of 7 venues around the State between September and March; all scoring toward the State Championship. This year, some of our pilots also flew in contests in N.S.W. and Victoria.

Top placings in the 1979/80 S.A. Sports class are -

1st.	Chris Deardon	Balaklava	EP-2	4984 out of 5000
2nd.	Merv Gill	Balaklava	EP-1	4732
3rd.	Graham Parker	Uni	Sagitta	4619
4th.	Dene Larwood	Uni	Boomerang	4608
5th.	Enlis	Uni	Boomerang	4601
6th.	Peter Wright	Gawler	Cherokee	4170
7th.	John Mills	Barossa	Ka6	4059
8th.	Lindsay Chambers	Mildura	Salto	3599
9th.	Guy Harley	Uni	Ka6	2410
10.	Dave Ellis	Uni	Arrow	1516
17	Graeme Newcombe	Uni	Arrow	897

29 pilots in total competed in this class.

From pilots from our Club, those flying in their first competitive season were notable -

Dave Ellis placed 4th. in the first contest; Dene Larwood gained a 4th. place at Bordertown, a third overall including a daily win at Mildura, and a second at Stonefield; and Graeme Newcombe placed a third at Bright in the Boomerang 4th. place at Horsham on his second ever

The 1980/81 season is likely to bring in several changes. Under discussion at present is to retain the existing calendar of competitions for regional scoring only; and to hold a one week contest to decide the State Champion.

The philosophy behind this change includes -

to encourage two seat sailplanes to contest the state Sports championship

to eliminate the travel implied by the decentralised contests.

and to encourage an entire club move to the contest to facilitate the crewing of sailplanes.

EXECUTIVE PRIVILEGE

The Executive consists of five people although this may be more if any of them have split personalities. The five have the titles of President, Secretary, Treasurer, Social Convener, and Fith Member. If you forget who is who, just plain "God" will do. Grovelling helps a lot and you are at an extreme advantage if you already have a taste for boot polish and perianal hairs.

The Executive sweet in more detail:

a) PRESIDENT (Grovel level:+++ Power level:equivocal)

Guy Harley: An aspiring aspirant in all things political but has problems - while as tall as Gough Whitlam he isn't as "round" (although married life may fix that) and doesn't have the wavy hair, and while as thin as Mal Fraser, Guy is not as tall. Doesn't even have a well-tanned prune-skin face or a beard that his biographer could call 'distinguished'. However Guy is an instructor and therefore shouldn't be reminded too often about bent aircraft, burnt brakes and broken manifolds. Does drive winches well.

b) SECRETARY (Grovel level:+ with options on ++++ Power: maybe great)

Tim Dodd: We may not see much of Tim in the future depending on how he keeps up with the paper work. Flies at Waikerie (maybe he knows something about our Club) where he stars in photo albums and collects watches. Tim is the only member on the Executive on campus and is therefore a useful channel of communication. Survives on winches.

c) TREASURER (Grovel level:++ Power level: depends on wallet nerve)

Don Hein: knows how to get out of the country quickly if necessary but has lots of jars at home for keeping 'small' change. Don can paint an interesting picture of our finances depending on his mood at the time - blue, cubist, impressionist, realist styles available. Drives winches in a conserving manner.

d) SOCIAL CONVENER (Grovel level:++ Power level:average)

Andrew Sawyer: aided and abetted by his wife Sandra, Andrew has the potential to be a good fundraiser. Has already started with his line of "Dad's own" products on field - maybe we can look forward to seven course meals before film nights. Drives winches ably.

e) FIFTH MEMBER (Grovel level:--- Power level +/-)

Mark Forster: almost became a Social Convener without being a social convener except for being a social convener in name only. The problem was resolved by becoming Fith Member which is not the same as social convener but is a name only. After the winch is fixed Mark promises to eat winch drivers for breakfast if they do anything wrong.

For the next year our able executive has the honour of making lots of decisions on the running of the Club which can be over-ruled at

SOME TIPS ON CABLE HANDLING

All of the following situations can cause foul ups and long delays. All of them have happened in the past, let's hope we can avoid them in future.

Situation 1. Laying of cables.

Procedure: Make sure both drum brakes are effective. Use weak links at peg ends. Keep a vigilant watch on cables during entire laying run. Do not exceed 20 m.p.h. Do not change into 2nd gear until at least 200yds of cable has been laid out. Drive as straight a line as possible, keeping to one side of the runway. Slow down well in advance of the final stop, and leave at least 2 turns of cable on drums when halted.

NB: Most foul ups occur during laying cables. If any of the above points is not followed, a foul up is on the cards.

Situation 2. Both cables laid and you want to reel them in and pack up flying.

Procedure: Leave one cable firmly pegged down, secure a tyre to the other cable and reel it in slowly. Unpeg and secure tyre to second cable, and reel it in.

Situation 3. Need to drag both cables back from winch to launch point with car.

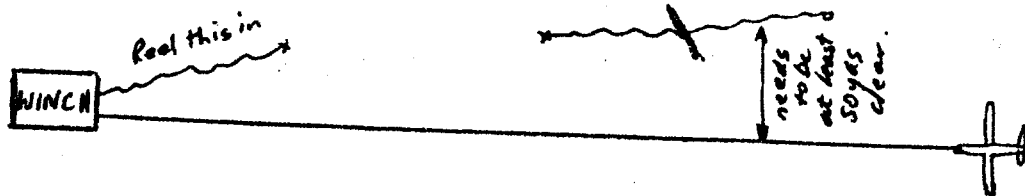
Procedure: Ensure both drum brakes effective. Then either:-

- (a) Drag only one cable back at a time and secure to peg,
- or (b) Drag both back together, making sure that the cables are separated by at least 6' at the car; you may need to attach a beam to the rear of the car to achieve cable separation.

NB: If both cables attached to the tow hitch of the car, a horrible tangle is certain.

Situation 4. Cable break on first cable, but falls well clear of runway; wish to launch immediately on second cable.

Procedure: Reel in first cable to break point. Notify waiting pilot of position of fallen cable. Launch second cable, only if it is certain not to pick up the fallen cable - this must be the pilot's decision.



Situation 5. Both cables broken, want to drag loose ends back to winch with car.

Procedure: Only drag one cable back at a time, and make sure that it is well clear of the other cable. Always attach the broken end to the car, not the ring end. i.e. you must search for the broken end. If long lengths are involved, attach tyres to ring ends.

NB: Failure to follow these tips will in most cases result in a tremendous tangle.

Situation 6. Glider outlands in foreign paddock, wish to winch launch out.

Procedure: Only lay one cable. Sloping paddock or long grass may result in glider slewing off line on launch, and would quite likely pick up second cable if present.

Situation 7. Never leave cables laid out overnight, or when soaking rain is imminent.

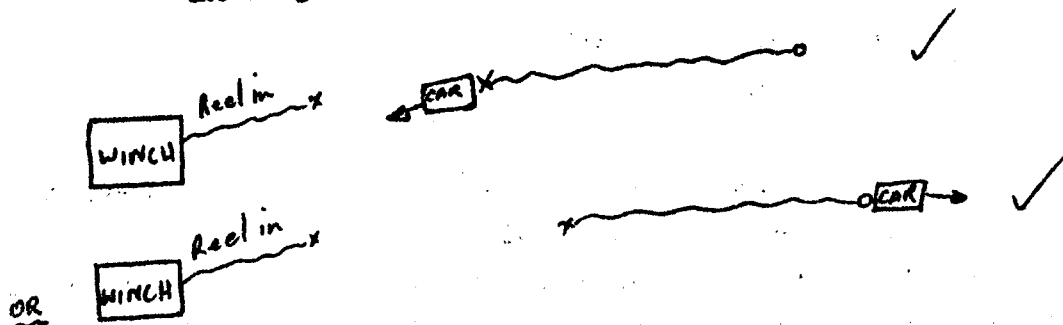
Situation 8. Pilot obviously "pole bending" on launch.

Procedure: Winch driver should very gently reduce power to force pilot to lower the nose of the glider. This must be done carefully, and the pilot cautioned by radio or after he lands.

Situation 9. Dragging broken cables.

Procedure: Never drag broken cable back to winch unless you attach the broken end to the car.

Conversely, never drag broken cable back to the peg unless you attach the ring end to the car.



NB: If in doubt, ask one of the senior pilots or an instructor. It is far better to wait 10 minutes for advice, than waste 1 hour untangling cables.

TK

ADELAIDE UNIVERSITY GLIDING CLUB

PROVISIONAL ROSTER

<u>Day</u>	<u>Date</u>	<u>Q.F.I.</u>	<u>Assistant Instructor</u>	<u>Winch</u>
Saturday	3/5		J. Dodd	A. Sawyer
Sunday	4/5		G. Parker	M. Forster
Saturday	10/5		G. Harley	D. Ellis
Sunday	11/5		J. Dodd	D. Hein
Saturday	17/5	T. Kiek		D. Blackburn
Sunday	18/5	T. Kiek		D. Larwood
Monday	19/5		M. Barnden	G. Newcombe
Saturday	24/5		G. Harley	A. Sawyer
Sunday	25/5	T. Nemeth		M. Forster
Saturday	31/5		G. Parker	D. Ellis
Sunday	1/6		M. Barnden	D. Hein
Saturday	7/6	T. Kiek	T. Dodd	D. Blackburn
Sunday	8/6		G. Parker	D. Larwood
Saturday	14/6		M. Barnden	G. Newcombe
Sunday	15/6	T. Nemeth	T. Dodd	A. Sawyer
Saturday	21/6		G. Harley	M. Forster
Sunday	22/6		G. Harley	D. Ellis
Saturday	28/6		J. Dodd	D. Hein
Sunday	29/6		T. Dodd	D. Blackburn

TK3
TN2
DB-
MB3
JD3
TD3
GH4
GP3

AS3
MF3
DE3
DH3
DB3
DL2
GN2

It is the duty of the Instructors and Winch Drivers to arrange a replacement if they cannot attend. If they cannot arrange a replacement they should contact me well in advance. I should also be informed of the names of any replacements so they can be given any necessary last-minute instructions.

G. HARLEY

Phone: (H) 313788
(W) 2232100

11th April, 1980.

SPOT THE REAL EXAM CONTEST:

FOR SOME TIME, THE INSTRUCTORS OF THE RENMARK GLIDING CLUB HAVE FELT THE NEED FOR A STANDARD S.F.A. AIRMANSHIP EXAMINATION. WE SUBMIT THE FOLLOWING EXAMPLE FROM THE EXAMS USUALLY GIVEN TO R.O.C. "C" PILOTS. AS THE I.Q. OF OUR PILOTS IS A LITTLE ABOVE THAT FOUND IN MOST GLIDER-DRIVING SCHOOLS IN AUSTRALIA, WE SET A PASS MARK OF 43%

Airmanship Examination

(SUBMITTED BY FRANK STRATMAN)

TIME ALLOWED 2 HOURS

NOTE: THIRTEEN QUESTIONS ONLY TO BE ANSWERED. MARKS WILL BE DEDUCTED FOR BAD HAND-WRITING, BLOTS AND BEER STAINS.

1. COMPARE THE RELATIVE MERITS OF SHEET LEAD AND SEALING WAX FOR REPAIRING HOLES IN FABRIC.

2. ASSUMING THE TRUTH OF THE THEORY THAT ALL MATTER IS INDESTRUCTIBLE, ACCOUNT FOR THE DISAPPEARANCE OF A BOTTLE OF SIN FROM THE EXAMINER'S DESK LAST TUESDAY.

3. WRITE A SHORT BURST ON ONE OF THE FOLLOWING :-
(A) ONE-EYED POWER PILOTS
(B) ILLITERATE WINCH DRIVERS
(C) WOMEN PILOTS

4. WHAT DEFECTS, IF ANY, HAS GOLDEN SYRUP AS A LUBRICANT FOR CONTROL WIRE PULLEYS?

5. COMPARE THE FOLLOWING TYPES OF LAUNCHING CABLE :-
(A) FENCING WIRE
(B) BARBED WIRE
(C) 2" x 200 STRAND STEEL CABLE.

6. IF YOU ACCIDENTALLY SPUN THE GRUNAU, WOULD YOU
(A) PULL THE STICK BACK
(B) ABANDON SHIP
(C) OPEN ANOTHER BOTTLE

7. DRAW A SKETCH OF THE COCKPIT OF THE TWO-SEATER, SHOWING CLEARLY THE POSITION OF THE

FOLLOWING INSTRUMENTS :-

- (A) THE SPITTOON
- (B) THE OXYGEN BOTTLE
- (C) THE INSTRUCTOR'S CLUB
- (D) THE V.H.F. RADIO

8. GIVE REASONS FOR THE UNUSUAL CHANGE IN THE SHAPE OF THE TWO-SEATER'S WINGS DURING OUTSIDE LOOPS AND SLOW ROLLS.

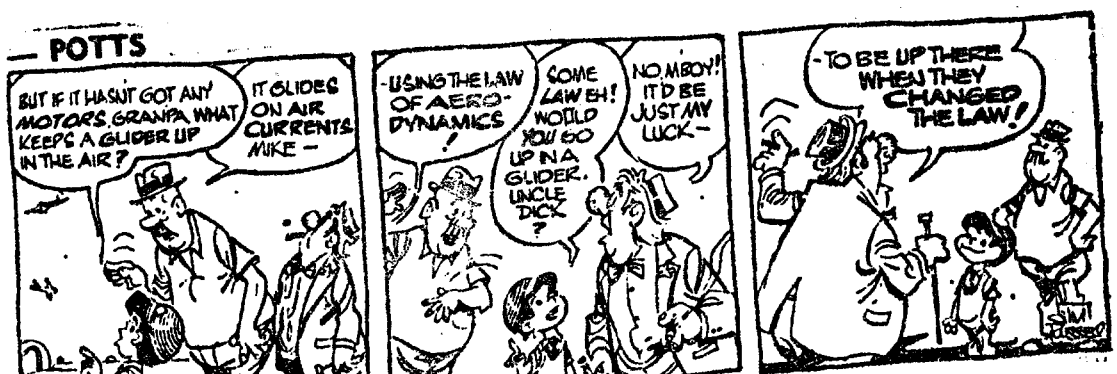
9. DETAIL THE ADVANTAGES OF A RUDDER.

10. TO WHAT PART OF THE AIRCRAFT IS THE CABLE ATTACHED :-
(A) THE PITOT HEAD
(B) THE PILOT'S NECK
(C) THE PARRON'S NOSE

11. DRAW THE CROSS-SECTION OF A VACUUM UNDER PRESSURE.

12. WHO IS PHILIP WILLS?
(A) STATION-MASTER AT BERRI
(B) HEAD WAITER AT THE HOTEL AUSTRALIA
(C) INVENTOR OF WHEEL-BRAKES FOR GLIDERS

CANDIDATES ARE INFORMED THAT THE EXAMINER IS NOT PERMITTED TO ACCEPT GIFTS. HIS TELEPHONE NUMBER IS MONASH 211. CHEQUES SHOULD BE CROSSED AND THE CORRECT EXCHANGE ADDED. STAMPS WILL NOT BE ACCEPTED.

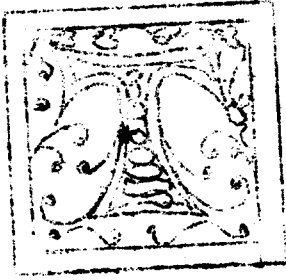


ADELAIDE UNIVERSITY GLIDING CLUB INC.

RULES OF THE AIR TEST PAPER

Oral examination to be given to pilots as they reach solo standard.

1. What do the following abbreviations stand for:
ATC IFR GMT VMC SAR VFR DGX.
2. What is a Control Area.
3. What is a Control Zone.
4. Can you fly in or through a Danger Area.
5. Explain what QNH stands for.
6. Is flight permitted in a Restricted Area.
7. A sailplane is approaching from your right, who has right of way?
8. To what do sailplanes give way to.
9. If you are approaching another sailplane head on. What would you do?
10. If you are overtaking an aircraft on which side would you pass?
11. Who has right of way an aircraft on final approach or one about to take off?
12. Two sailplanes on approach, one higher than the other. Who has priority?
13. A sailplane is turning left at the top of a thermal another immediately below him is turning right which direction would you turn?
14. When is aerobatic flight permitted - min heights for G.F.A. and Club.
15. What is min. height at which a sailplane may circle?
16. Which side do you pass an aircraft when slope soaring?
17. When may a glider pilot operate from a Govt. or Licensed aerodrome?
18. What is necessary for a glider pilot to go cross country. Who must he notify and when must he obtain a clearance?
19. In the case of an accident involving major structural damage, what procedure is adopted?
20. How would you know if your aircraft is airworthy?



The Conversion of Mark, the Doubtful

1. And it came to pass, in the latter days, in the year of our Lord 1980 A.D., and the anniversary of His crucifixion, that Mark, the Doubtful, faithful follower of that pursuit of the angels and of few mortals did verily soar over the wilderness like a Great White Bird.

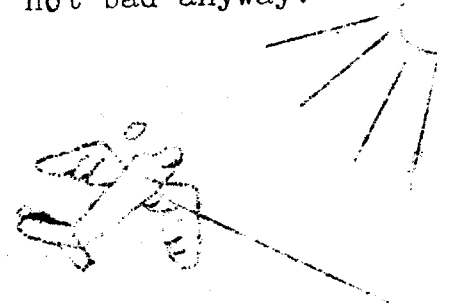
2. Whilst he didst this wondrous thing, which the other disciples though a great miracle and didst shake and tremble lest he be smitten to the earth, Guy, Our Dictator (G.O.D.) was meanwhile casting out devils on the ground and other wondrous things.

3. G.O.D. looked down from the ground towards the sky* and spake forth, yea, in no more than a whisper, yet, verily was heard by all, as the valley resounded to the words "LO, MARK: THE DOUBTFUL, COME DOWN AND BE CONVERTED!"

4. And so it came to pass that Mark the Doubtful came when he heard His Master's Voice and yea, verily in his haste, almost disembowelled the Great White Bird.

5. In an instant he was converted and ascended to the heavens straightway, like an arrow, and has rarely been seen on Earth since.

6. And G.O.D. was pleased, and saw that it was good - well, not bad anyway!



* Possible only when flying inverted

An Easter Message from the General
according to St. Andrew - evidently
struck by lightning

Annual Report of C.F.I.

I must apologise for not having this report ready for the A.G.M. but pressure of work and other commitments have slowed me down a bit this year.

In my previous annual report to the AGM 1979, I commented on the dramatic downturn in flying activity in 78-79 year. I am happy to say there was some increase in activity in the 79-80 year, apart from a short period in December when the Bocian damage and high crop put us out of action for a few weeks. After Christmas, flying activity increased again to the point where we needed another club two-seater to cater for the training activity, but this has now subdued somewhat due to a lower than usual intake of ab-inities.

Instructor Panel gained Mike Barndon and Jeff Dodd (both Assistant) and lost David Biggs and Niel Mancktelew (both Assistant). Emilis Pralgauskas (Qualified) left the panel in December to concentrate on his new cub. Tim Dodd and Dene Larwood have both helped out as "trainee instructors" and will attend the next course. The other members of the panel, Tony Kick and Tom Nemeth (both Qualified) and Guy Harley and Graham Parker (both Assistant), have continued to share the load on a roster basis, which has worked well in as much as only 4 days were cancelled. The panel has continued to meet monthly, and consensus decisions have been the basis for all operational guidelines. The "Manual of Flying Procedures" was produced and a copy should be in the possession of every member.

Cross-country was again dominant amongst the more experienced pilots who won numerous State, interstate and National events. Maintenance of regular check flights for all pilots has again been enforced, and cross-country ratings were revalidated during the Christmas period. Another cross-country course was held in October, and several new ratings were gained, namely Kim Bennett, Rob. Duckmanton. Some pilots who were previously rated were not approved because they did not complete the required check flight sequences. Several pilots completed legs of Silver C and Gold C badges. Now that the Bocian trailer is completed, the instructors panel will need to take a look at a rating for cross-country in the Bocian (probably 75 hours total plus Silver C plus Arrow cross-country rating plus check flights). We hope that the Bocian will be able to attend a number of local regattas and win. Guy Harley introduced the Cross-Country Challenge ladder which resulted in a number of intra-club challenges, but I do not know who came out on top.

Incidents created a few minor problems throughout the year, but I am happy to say that no pilots were injured or even badly shaken, at worst was a loss of face. We do not have a lot of flying miles, those which...

maintain our safety standard. No serious problems in discipline were encountered during the year, and flying operations seemed to get along fairly happily most of the time. The only damage to club owned gliders was the wrecked undercarriage on the Bocian, caused mainly by the high crop problem. Thanks mainly to Mike Barndon's efforts, we were flying again fairly quickly, and our Christmas camp at Stonfield was an unqualified success. The haphazard circuit planning of some Barossa pilots gave us a few anxious moments, but we left there in a happy mood. In September 79 we had another "near miss" incident with a RAAF low jet, which was followed up with RAAF and DOT.

Operations were enhanced by the introduction of CB radio, which has resulted in much less wasted time and unnecessary hikes up the strip to see "what's happened at the winch". A CB in the Arrow would make the system complete. Peter Ashenden is due for credit here in establishing the system. Removal of drogue 'chutes from the winch cables has proved successful in eliminating cable drift after release, and Tim Dodd has maintained our dayglo marker strips to the extent that not one cable or set of rings was irretrievably lost during the year (one which we gave up for lost was subsequently picked up by the harvester but not much damage was done because the operator saw the dayglo and stopped quickly). All pilots cooperated in an attempt to avoid "pole bending" and save the life of the cables, which is one of the reasons why the cables have lasted us until now (well over 12 months). New cables will be installed as soon as the new spreaders are fitted. We must ensure that some sort of seivel is incorporated to avoid cables twist-looping. Increased cable life through the year was gained by Kim Bennet's new roller system, and his efforts in maintaining the winch must go down as the most important contribution to the operation for the year. Some foul-ups will always occur due to inexperienced winch drivers or adverse conditions, but these events must be taken with some degree of patience and understanding; we've all been through that stage. Happily, these events are becoming less frequent and the daily total of launches is again on the increase. Re-alignment of the runway has probably helped to delay any future undercarriage problems, and has enhanced the safety aspect of final approaches, especially at the hangar end. We are now operating off 50 metre wide strips, as compared with 30 metre wide strips in previous years, so we anticipate less crop problems in future. A new wing signalling method was introduced during the year, to conform to GFA and other clubs methods. We didn't do too much flying after dark, so headlight signals were not used very much.

Pilots mostly made good progress through the year, with a few exceptions, mainly being former members who had "come back to gliding" and were still learning the year.

namely Kim Bennett, Kate Swanson, Don Hein, Mark Forster, Keith Van der Pennen, Chris Markovitch, John Canny, Andrew Sawyer and Mark Collins. Unfortunately, only 2 of these are still regular attenders, due mainly to relocation of employment. Like Andrew Horten, we hope these members will keep in touch with the club and visit us whenever possible. Some of these new solo pilots went on to get Arrow conversion and at least one gained a cross-country rating, that person being Kim Bennett who also completed Silver C height and distance on his first cross-country flight. Need I repeat that those who put the most into the club, get the most out of it. Several trainees joined the club who were not associated with the University, and local interest seemed to be on the up with quite a few passengers and local spectators dropping in. A number of visiting pilots gained solo ratings on the winch and had their first experience of ridge soaring. I have recently completed a membership board which gives details of each members ratings, and this will be installed at the hangar soon.

Visitors continued to appear at various times, the largest gathering being the visit of Adelaide Soaring Club with their K13 two-seater for a weekend of winch conversions in June. Of the 16 who came, 4 gained a solo rating. A lecture was given by me at A.S.C. prior to their attendance, and a set of notes produced. A record of 54 launches on the Saturday was topped by 68 launches on the Sunday of that weekend, thanks to help from Emilis' winch, when the V8 packed up. Parafield Gardens High School students visited us for a week camp, hosted by Mik Barndon and Graham Parker, and many boys had an exciting time with their flying and camping and hiking, etc. On one day, over 40 launches were completed. Our annual Sports Class Regatta was held in September, and 8 gliders competed. Murray Crowell again supplied his Cessna for towing, but most pilots opted for winch launching. Only 1 of the 2 day was flyable, and a task to Maitland and return was almost completed by several pilots, Graham Parker winning on handicap distance. Mike Docherty ran "Mothers Kitchen" and boosted revenue considerably. Several passenger days were held throughout the year, and these were all successful thanks mainly to the organisational talents of Mark Forster, whose "pic-cart-barbecues" will never be forgotten.

The Newsletter was again a regular medium of communication, and we hope this continues to provide a forum for discussion and an avenue for the instructors panel to broadcast it's messages. Mark Forster again comes in for a pat on the back, for a difficult and time-consuming job well done.

Daily Inspectors were trained by attending a course at Gawler, and subsequent follow up briefings at Lechiel. Dene Larwood has taken over the issue of certificates for those who have not yet completed the

Printed material was supplemented during the year by the production of several handouts;- Manual of Flying Procedures (T.Kick with help from Panel)

Winch Launching for pilots. (T.K.)

Winch Operation (Kim Bennett)

Cross-country training notes (T.K.)

Rules of the Air - test paper. (T.K.)

These papers are available from T. Kick and every pilot should read them. The recommended book "Theory of Flight for Glider Pilots" was not read by many pilots, and the lack of theoretical knowledge became evident when several B.G.L. test papers were distributed early in the year, and some amazing answers given. Consequently the instructors presented a series of theory lectures prior to successive club meetings, and these will probably be reformatted and re-presented at a future date.

The use of blue training books was adhered to by all trainees which has made the instructors job a little easier. However, it has been noticed that a lot of pilots have not been maintaining their log books up to date, and this will come in for a blitz soon.

In conclusion, let me state a few club rules (not necessarily in order of importance):-

Persons who trailer club owned equipment must complete the "Trailing Indemnity" form and be properly briefed on trailering and speed restrictions.

No pilot is allowed to go cross-country without the permission of the duty instructor (who should be a qualified instructor).

Persons attending flying must be on field by 9 a.m.

Those who do most work will get priority in flying.

Unfortunately some of these rules are not being adhered to, so we will have to tighten up in these areas. We do not have a lot of rules, but those we do have should be adhered to on a common sense basis, so that we can all enjoy our flying in a safe, efficient and hopefully harmonious atmosphere.

T.K.

AGENDA for the meeting of Adelaide University Gliding Club on Wed.
7 May at 7.30 pm in the Portus room.

1. Apologies
2. Minutes
3. Correspondence
4. Reports
 - a) Treasurer
 - b) CFI
 - c) Social
 - d) Bocian
 - e) Arrow
 - f) Winch
 - g) Bocian trailer
5. Business
 - a) Holiday flying
 - b) Membership
 - c) Transport arrangements to Lochiel
 - d) Airfield
 - e) ANZ bank signatures
 - f) Other

Tim Dodd
Secretary