

AUGC

NEWSLETTER

JUNE 1982

Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.



GENERAL MEETING—next Wednesday 9th June.

NEXT MEETING—Wednesday 7th July.

NEXT FLYING—next (long) weekend, Sat 12,
Sun 13 and Mon 14 at Lochiel.

EXECUTIVE

The AGM of the Club in April elected the following as officers of the Club for 1982 :

PRESIDENT : Don Hein

1 Yandra Street, Vale Park. Ph 261 4245

SECRETARY : Dennis Medlow

34 Tenth Avenue, St. Peters. Ph 42 5093

TREASURER : Redmond Quinn

13 Redmond Avenue, Collinswood. Ph 44 5331

SOCIAL CONVENOR & FIFTH MEMBER (Combined Positions) :

Tim Johnson

12 Blackwood Court, Ridgehaven. Ph 264 3972

Andrew Sawyer

19 Salerno Court, Elizabeth East. Ph 255 3646

MEMBERS CO-OPTED FOR SPECIAL PURPOSES :

Mark Forster (Hang Gliding Representative)

37 Cronulla Drive, Redwood Park. Ph 251 2820.

Dene Larwood (Newsletter Editor)

58 Harris Road, Klemzig. Ph 261 5732.

NEXT MEETING

The next meeting will be held on Wednesday 9th of June at 7:30PM in the Jerry Portus Room (Behind the Sports Association Office).

A G E N D A

(a) Business - events and news

(b) 20 Questions

An instructor will introduce matters of flying and safety through a question and answer technique. The sessions will provide information that trainees need to know and pilots must know.

(c) Films - Gliding

Our Weather

The Controls And Their Effects

WEDNESDAY 7TH JULY

(a) Business - reports, news and events

(b) Lecture - Basic Aerodynamics

(c) Videotape - Oshkosh

LETTER FROM THE PRESIDENT

We have every reason to be optimistic about the future of our Club: two dual aircraft are now available for training, the Kab will soon be available to solo pilots, the clubhouse will be a reality before summer and electrical power will be connected within the next week or so.

The thing to do now is to reorganise ourselves to take best advantage of these facilities, to achieve Club aims, principle among which is to fly. It should be added that implies to fly safely, which means learning proper procedures and developing safety sense. Training begins with learning to ground crew and proceeds to solo pilot status, but does not end there. Post-solo training involves cross-country flying, navigation, radio techniques, aerobatics, meteorology, competition flying etc.

Trainees are encouraged to set a goal to reach solo status and solo pilots should do a cross-country course and aim at some competition experience. Once the soaring season begins in early summer, Xcountry flying will be organised for each weekend.

Training needs to be done on a regular basis. Preferably one day a week but if that is not possible, at least one day each fortnight on average should be maintained. To help arrange a definite flying schedule, all members are being asked to nominate dates on which they undertake to be on field. Things will go much better if this is done.

Instructors, duty pilots and winch crews are being arranged until end of term and a schedule is being produced. The names of those attending will be added and the completed schedule will be sent to all members. The rule will be that anyone unable to attend as scheduled will advise the duty pilot or the instructor beforehand.

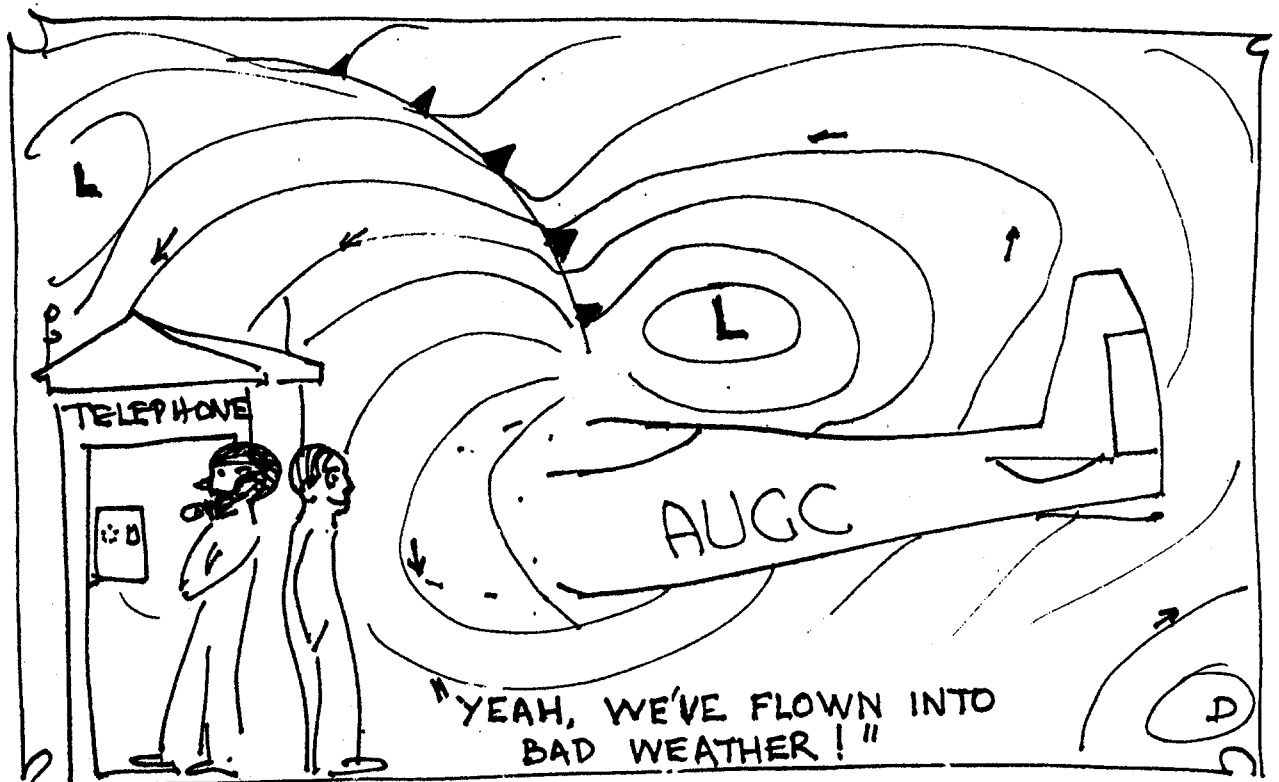
Everyone from the Adelaide area should meet at the Golden Fleece petrol station at Bolivar at 7.30 am.

The calendar being prepared will show flying days, general meetings and other activities along with uni. dates so that everyone will know what is going on. This will be built up in a series of stages (as members advise their flying/training schedule and as information becomes available) and be reissued.

General meetings will change format a little to contain three elements: business, training and a lighter side. Every meeting will have some facet of training in the form of film, lectures or discussion. Meetings are now planned as an integral part of training and Club operations and all members should attend.

The next meeting is next Wednesday 9th June at 7.30 pm in the Jerry Portus Room adjacent to the Sports Assn. office. See you there.

Don Hein



WINGTIP RUNNING

For the benefit of new members we detail below the procedures to be followed in the launching of a sailplane.

Hooking-on

Before attaching the cable to the sailplane the person doing so must assure himself that the glider is in a fit state to be launched. He does this by carrying out the "CARD" checks as follows:-

"C" - Canopy closed and locked? This question is put to the pilot who must then be seen to touch and look at the canopy release and say "check".

"A" - Airbrakes closed and locked? Same as above.

"R" - Radio on? As above.

"D" - Dolly wheel off? None of the club aircraft have dolly wheels but they are common on fibreglass sailplanes. They consist of a fully pivoting wheel fixed to the aircraft just in front of the tail by means of a red fibreglass belt. They are used only for launching.

1. Liquid Assets:

Cash and cheques in hand:	nil
Operating Account (National Bank) - Uncommitted:	\$1555.25
Savings Investment Account (Commonwealth Bank):	<u>3465.42</u>
Total :	<u>\$5170.67</u>

2. Unpaid Invoices to Hand:

Venning Engineering Pty. Ltd.:	\$627.10
Miscellaneous:	<u>6.63</u>
	<u>\$633.73</u>

3. Sports Association Grants: (Balances Unclaimed)

Annual Operating & Supplementary Grant: \$875.07

Min. Sink at 71 km/h (44 mph)	0.82m/s (2.69 fps)
Empty Weight	342 kg (754 lb)
All-up Weight	540 kg (1,190 lb)
Permissible load factor	+ 6/-3g
Ultimate load factor	+10.5/-5.25g

Handling

Entry to the cockpit is facilitated by footsteps cut into the fuselage. These footsteps are covered by hinged panels which keep the fuselage streamlined. Once seated in the cockpit all controls are easy to hand but far enough apart to avoid confusion. The harness is the usual clip-in type, but the cockpit is big enough to allow you to adjust the harness whilst seated. There is plenty of room to wear a Impak or backpack parachutes although 6'2" pilots in the back cockpit just fit in. The back canopy should be closed first, and pilots using the front canopy must remember to close and open it using the white knobs on the left-hand side, not the red knob on the right-hand side which is the emergency canopy release. The front canopy can be closed by the pilot from the back seat. Ventilation in the back is provided by partially opening the back canopy, and by a vent in the nose for the front cockpit.

Instruments are of a standard type except for the ASI which can indicate 5 or 50 knots depending on how many revolutions the needle has done. From the back seat, the ASI can be seen past the left side of the front pilot's head and the altimeter past his right side. If you want to see the vario the front pilot must lean to the right but this means you can't see the altimeter. However, this causes no problems in practice.

The airbrakes are operated by an 18" lever next to the pilot's left leg. The final travel of this lever operates the wheel-brake. You shouldn't land with full airbrake and wheel-brake. There is a very positive over-centre lock which requires effort to overcome, particularly since the lever is at full arms length.

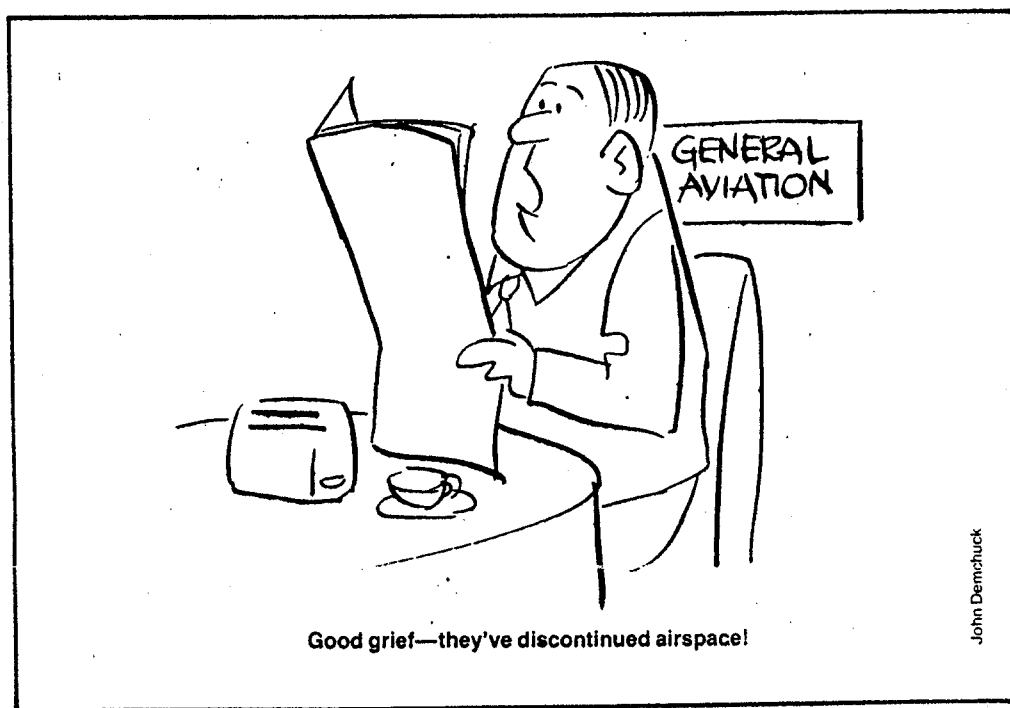
Although the Bocian is a taildragger there is a pronounced nose down attitude. The usual reaction during groundrun is to use full back stick to "get the nose up" whereas slight forward pressure is needed. This attitude can produce problems with cablebreaks on winch launches where pilots must put the nose well below the horizon and check their speed before carrying out any manoeuvre. In flight the pilot soon becomes accustomed to the attitude.

During groundrun the aerilons quickly become effective so there should be no problems with dropping wings. The elevator is steady and not twitchy as with some types.

After release the aircraft can be trimmed for speeds of 45 to 50 kts. Once trimmed the aircraft exhibits exceptional stability and will stay at whatever speed or position you put her. Whilst the ailerons are very effective and give good rate of roll, they are not balanced with the rudder. When doing a turn full rudder must be applied as soon as possible and held to the left or right for a while after the stick is

The stall is docile being preceded by minor vibrations which can be felt in the front but not back seats. At the stall she will drop her nose quickly and recover but she will also drop a wing. This can easily be picked up with rudder. The spin and recovery, are perfectly normal.

Groundhandling is effected by a fixed carrying rod through the fuselage forward of the tailplane. However, you can easily get back injuries unless someone sits in the front cockpit. Because there is only a rear skid and not a rear wheel the tail should be held up during all groundhandling.



NEWSLETTER

Newsletters will be appearing every month and will be distributed as follows :

- (a) Most copies will be distributed to members directly at the General Meetings
- (b) Members who are students at the University and do not receive their copy at the meeting will be sent their copy through the University Mail.
- (c) All other members who did not receive their copy at the meeting will have their copy sent to them through the mail.

Dene Larwood (Ph. 261 5732) is in charge of publication of the newsletter and all contributions are welcome.