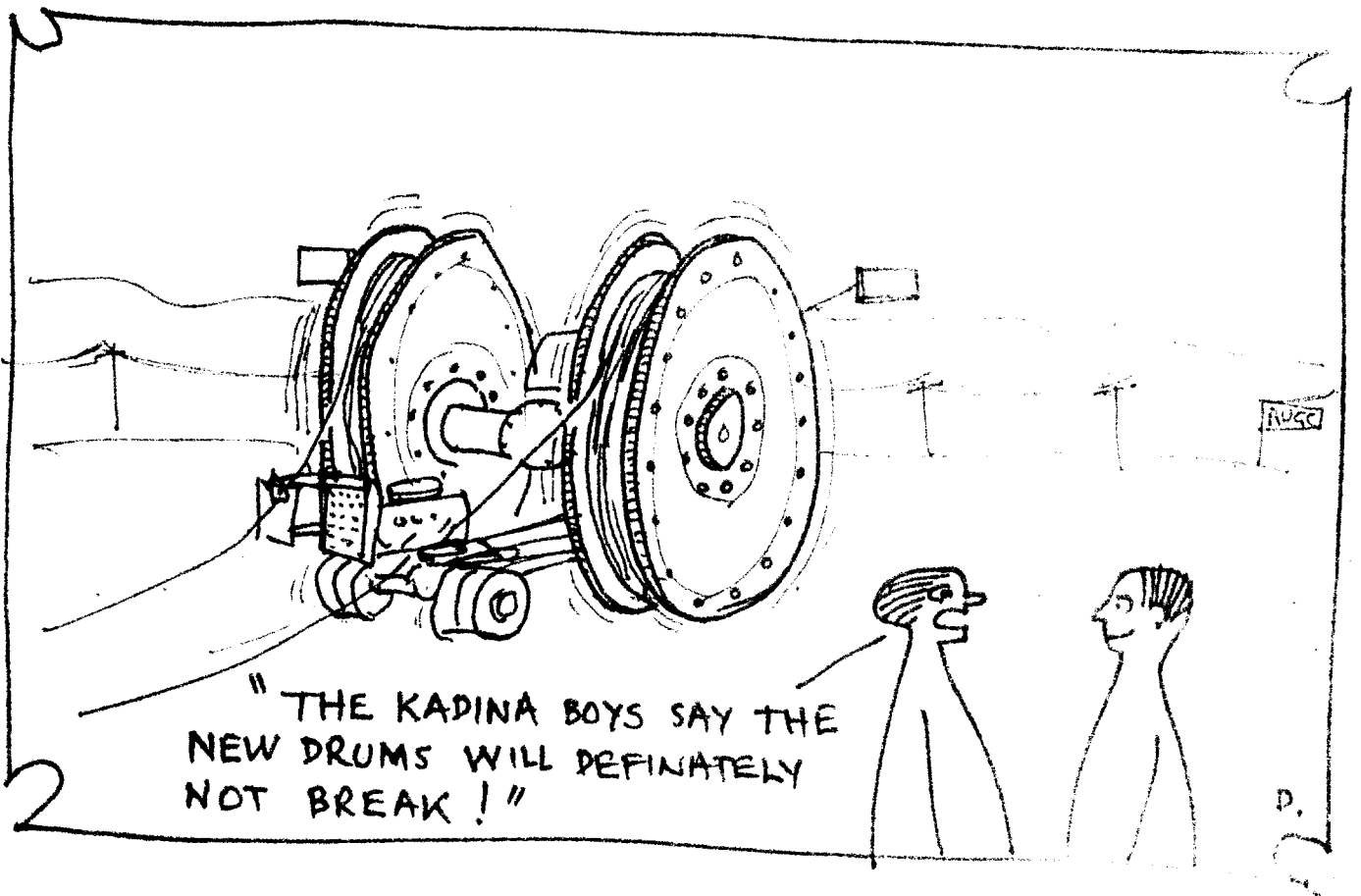


Uni Gliding

NOVEMBER 1982

Journal Of The Adelaide University Gliding Club Incorporated.



Next Meeting: Wednesday, 3rd November

** FILMS **

FLIGHT 52
THE DYNAMIC ATMOSPHERE
(see inside for more details)

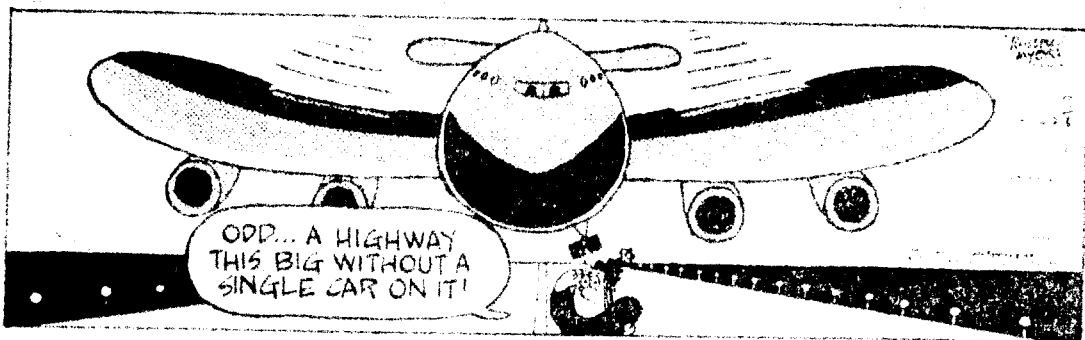
REGISTERED FOR TRANSMISSION THROUGH THE POST
PUBLICATION # SBH 1918

Editorial

This magazine has been brought to you by your ever friendly club secretary, since the current newsletter editor is somewhat busy at the moment (actually I'm also somewhat busy at the moment but I'd rather be typing this than studying for three trivial (?) examinations) nevertheless by the next issue the situation will have been resolved and we can all go back to the task of coping with reality.

OK, now that you've managed to get this far I'd like to mention a few things (since this is an "editorial" and I am currently an "editor" I feel that this is totally justified and may even be a pleasurable experience), firstly some club members think that they can ~~escape~~ leave the club by changing their addresses AND NOT TELLING ME ABOUT IT !!! This is not on and only makes things worse for you when I finally catch up with you. Secondly, other club members think that club meetings are unimportant events on the gliding calendar, this is also totally WRONG ! Just because you live in Kadina or have an exam the next morning is NO EXCUSE for missing a meeting, because not only do you get to hear about all sorts of really interesting stuff, but we also show some films (mostly about gliding but not necessarily) and sample the club's coffee. The past few meetings have been excellent but poorly attended, so if you haven't been in the habit of going along, lets see you next Wednesday.

Dennis



NEXT MEETING

The next General Meeting of the club will be held on Wednesday 3rd of November at 7:30 pm in the Jerry Portus Room, Union Buildings.

There will be a short business and information session followed by a talk by Graeme Newcombe on "Rules Of The Air".

We will also be showing the following films :

The Dynamic Atmosphere

1975, Australia, Color, 26min

The film shows some of the research projects which may ultimately lead to predictions about long term changes in weather and climate in the future (made by the CSIRO film unit)

Flight 52

1965, United States, Color, 14 min

While following the flight of a DC-10 from Los Angeles to Washington D.C. the viewer sees the highly developed, automated American air traffic control system.

The films will be followed by coffee and refreshments.

CLUB CONTACTS

Any queries regarding club matters, new members, meetings etc should be directed to the following :

Don Hein (beloved President) : 1 Yandra St, Vale Park, 261 4245

Dennis Medlow (club beaurocrat) : 34 Tenth Ave, St. Peters

42 5093

Redmond Quinn (money manager and debt collector):

13 Redmond St, Collinswood 44 5331

Dene Larwood (newsletter publisher) : 58 Harris Rd, Klemzig

261 5732

TREASURER'S REPORT

This is a brief report from the Treasurer (Redmond Quinn) on the financial standing of the club as at 28 NOV 1982.

Cash On Hand	\$	50.00	
Operating A/c	\$	1575.00	
Investment A/c	\$	3465.42	
Unpaid Invoices	\$	909.12	
Sports Assoc Grnt	\$	875.97	
Capital Grant	\$	500.00	(earmarked for purchase of parachute)

Please address all enquiries regarding club finances to Redmond.

Club members are also reminded that they are expected to keep their flying accounts in the black. Several hundred dollars is owed to the club from members and it is to the club's advantage to recover the outstanding amount as soon as possible.

NOTES FROM THE CHIEF FLYING INSTRUCTOR

(This is a brief resume of the CFI's report to the Executive given on 28/11/82.)

Congratulations to Russel Norman for going solo.

The Ka6 is now back on field in a flying condition, at the moment it is being kept in its trailer outside the main hanger.

The landing area at the gate end is unsatisfactory and will be altered, all members are reminded that the CFI and only the CFI is allowed to make changes to the runways and operational areas.

Unfortunately the hole near the tail skid of the Bocian (VH-KYW) has still not been repaired, the aircraft will be grounded if it is not repaired soon.

Improper assembly of glider causes loss of control

At the start of operations for the day, four members of a gliding club were detailed to assemble a Skylark glider. After the assembly, one of the members, who was appropriately qualified, carried out and signed for the daily inspection of the aircraft.

The pilot who was to fly the Skylark arrived at the club after the assembly had been completed. He ascertained that the daily inspection had been done and completed his pre-flight inspection before the aircraft was towed to the taxiway intersection where the Pawnee tug was waiting. After completing the cockpit checks the pilot closed the canopy and signalled for the tow rope to be connected and the tow to commence.

As the ground roll began, the left wing of the glider dropped and contacted the runway. The pilot applied full right rudder and, as the wings levelled, the glider lifted off. The right wing then started to drop and the pilot released the tow rope at an estimated height of 15 to 20 feet. By then the aircraft was turning to the right and heading off the runway towards the grass. The right wingtip contacted the ground, the glider swung further to the right and the fuselage struck the ground heavily. The aircraft slid sideways and came to rest pointing back along the flight path. The main and left wingtip skids broke off and the cockpit area and tail unit were substantially damaged. Fortunately the pilot was not injured. Investigation revealed that the pin which normally connects the aileron rod to the operating arm had been omitted during assembly.

The daily inspection of the glider included a check of the controls. The person responsible had checked that the ailerons moved freely and in the correct sense by moving the control surface and observing the correct movement of the other aileron and control stick. He had also checked that control stick movements were reflected by full and free aileron surface movement. The pilot also carried out a cockpit check of the controls and did not detect any abnormality. Apparently the aileron operating arm was resting on the control rod and there was enough friction between the two to provide continuity of the control run (without them being pinned together) while the aircraft was static. However, when airloads provided an external force the friction was overcome and the aileron control became disconnected.

The glider was assembled without reference to rigging instructions or the inspection checklist. Although there is a detailed description of the assembly sequence and an inspection checklist in the pilot's notes some club members were not

aware of this. The pilots were well-practised in the assembly procedure and apparently believed that reference to the rigging instructions or the inspection checklist was unnecessary. That is, unfortunately, a common human frailty. When a task is simple or becomes well-practised the use of checklists tends to fall into disuse. A checklist can perform a valuable function in reminding us to do certain things and assisting us to do those things in a logical sequence; but to be effective it must, obviously, be used conscientiously.

Responsibility for the prevention of occurrences such as this one lies, in the first instance, with the aircraft designer. He should make such an assembly procedure as 'pilot proof' as possible. In addition, the operator needs to identify potential trouble areas and devise ways of preventing errors being made. In many cases simply making 'safety critical' areas obvious may suffice. This can be achieved by the use of flags or tell-tale markings. Ideally, the device used should not only be obvious but should also prevent operation of the system or aircraft until it is removed. (For example a control lock that also locks the throttle in a powered aircraft). Further, those areas that are critical, such as control system connections, can be identified and listed on the daily inspection certificate for individual signature and, if appropriate, independent inspection.

While none of these measures is infallible any measure taken to reduce the reliance on human memory for the execution of critical steps or tasks will be reflected in a safer operation. ●

ADELAIDE UNIVERSITY GLIDING CLUB INCORPORATED

Minutes of the General Meeting
held on
Wednesday, 4th August, 1982 at 7.43 p.m.
in the Jerry Portus Room.

Present: N. Abbott, R. Adams, M. Forster, B. Giles, D. Hein, T. Johnson,
D. Larwood, A. McGrath, D. Medlow, T. Nemith, G. Newcombe,
N. Russel, R. Quinn, D. Sawyer, D. Temple.

Apologies: G. Harley, B. Larwood, D. Rodda.

Visitor: I. Pfeifer.

Some agenda rearrangements were necessary due to the absence of C.F.I. through illness and the late arrival of the Union projector. The President apologised for the lack of catering at the meeting. The President also thanked the Secretary (D. Medlow) for his work in the administration of minutes and related matters, and Bob Giles for his hard work on the aircraft.

The President (Don Hein) reported that the Calendar was proceeding nicely but needs updating, a new version for members to fill in was circulated at the meeting. Don stressed the need for members to tell the instructor of the day if they are unable to meet a flying commitment. He reported that the Ka6 was still under repair and the Berg Falke has had its welding repair and C of A done, all that needs to be done is the refabricing and a few minor jobs.

Mark Forster reported that the cable release mechanism control cable was sticking and back releasing too early. He said members should not try to pull out rings by force from the mechanism. He also said that the Government was putting up bunkhouses for sale, and the club may want to buy one, the matter was referred to the Executive.

Andrew Sawyer then gave a brief lecture on how to drive the winch properly and stressed the following points:

- people should not treat the winch as a junkheap
- launchers must not reel in cables too quickly
- cables should be inspected on reeling in, if possible all frays or damages should be removed.

The newsletter Editor (Dene Larwood) distributed the newsletter and apologised for the terrible quality of some of the printing.

Tom Nemith then gave a lecture on radio operation. The film "Flight of the Gossamer Condor" was shown.

The President thanked everyone for attending and closed the meeting at 10.05 p.m.

ADELAIDE UNIVERSITY GLIDING CLUB INCORPORATED

MINUTES OF THE GENERAL MEETING HELD ON WEDNESDAY, 1ST OF SEPTEMBER,
1982 AT 7.32 P.M. IN THE JERRY PORTUS ROOM, UNION BUILDINGS.

PRESENT: N. Abbott, N. Boroky, G. Harley, D. Hein, T. Johnson, B. Larwood,
D. Larwood, A. McGrath, D. Medlow, T. Nemith, R. Norman, R. Quinn,
N. Roesler, E. Prelgauskas.

APOLOGIES: R. Duckmanton, M. Forster, B. Giles, A. Sawyer.

The President, Don Hein opened the meeting and explained that the two lectures previously advertised for this meeting would not be held since the lecturers concerned were at a C of A course at Gawler and would not be able to attend. Instead Emilus Prelgauskas would give a talk on cross-country flying. He mentioned that later in the evening coffee and crepes would be served courtesy of Mrs. Larwood. Next month will be a lecture and film on ballooning given by Simon Fisher.

The newsletter was not available for distribution at the meeting and the President said that all submissions would be welcome for any issue. He also said a new version of the calendar would be handed out at the meeting and all members should indicate their flying schedule on it. Don said there would be flying every weekend and that the Whyalla Gliding Club would be holding a "fly-in" on the long weekend of October 9-11.

He also said that the Bocian Certificate of Airworthiness check would be coming up in January 1983 and that some fuselage repairs were necessary. He said that the Berg Falk (VH-GZM) was flying again with a different release and a wheel brake but needs painting. The ZM release had been removed and subsequently lost showing lax procedures. He stressed that the person removing any equipment is responsible for it.

He also mentioned that the Ka6 was at a C of A course at Gawler where it is hoped that some work will be done on the repairs.

The club has also had an offer from the 'Kadina Division' of the club to manufacture new drums for the winch.

He reported that the clubhouse would soon be at a lock-up stage and the telephone would be shifted down to it.

Don told the meeting that the landowner did not want any more tracks established on the field.

The Secretary and C.F.I. had nothing to report.

The Treasurer said that a report will be published in the next newsletter and that the level of accounts in the red had again risen.

This concluded the business part of the meeting.

EXAMINATION FOR INTIAL ISSUE OF IRISH COMMERCIAL PILOTS LICENCE.
IRISH DEPT OF AVIATION

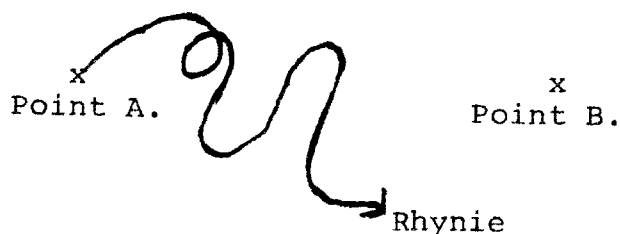
Time Allowed ... 3 HOURS

Pass Mark 75 %

CANDIDATES FULL NAME(5 marks)

- Q1. On the front of a VHF radio set is a switch marked "ON" & "OFF". In which of these two positions can you expect to get the best reception ? (10 marks)
- Q2. What is the main airport in EIRE situated on the bank of the river Shannon ?
(A) Shannon
(B) Heathrow
(C) Saigon (5 marks)
- Q3. When an aeroplane takes off, does it go UP/DOWN/SIDEWAYS/NORTH ? When you take off, do you go UP/DOWN/SIDEWAYS/NORTH/DON'T KNOW (10 marks)
- Q4. Name the odd man out : VC10, DC8, B707, QE2
- Q5. If an aeroplane has a lot of DRAG, does it mean :
(A) Pilots are dressed up as hostesses.
(B) Resistance to airflow.
(C) Being towed behind a tractor. (5 marks)
- Q5. If two red balls are displayed on the signals mast by the Control Tower, does it mean :
(A) The controller is a red indian
(B) There is a "balls up" in ATC
(C) There is a glider flying (5 marks)
- Q7. How would you know that you were flying along airway RED ONE if you were colour blind or at Night ? (5 marks)
- Q8. Which undercarriage position do you select for a normal landing ? Give your reasons. (5 marks)
- Q9. Which atmospheric phenomenon is generally associated with JET STREAKS ?
(A) Breaks in the menopause
(B) Breaks in the stratopause
(C) Efflux from high flying jet aircraft (5 marks)
- Q10. If the runway visibility at an airport was reported as 50 metres, what kind of weather would you expect to find ?
(A) Fog
(B) Thunderstorms
(C) Windy
If one metre equals 39.36 inches, how far is 50 metres ?
(Candidates must give their answer in METRES) (10 marks)
- Q11. Is an ISOBAR an :
(A) Ice-cream parlour
(B) Czar of Russia
(C) Line of equal ATMOSPHERIC pressure. (5 marks)
- Q12. What is the opposite to a WARM FRONT ?
HOT BEHIND / WARM FRONT (5 marks)

10. Weather is OK but Mark still hasn't cut his fringe.
14. Note that this question only applies to those people who flew across the Channel in some form of aircraft.
15. The correct answer is :



APOLOGIES

The Editor apologises for the absence of "AUNTY AMY'S" column which should be appearing in the space that this apology now occupies, but since there was only room for either the apology or the column, it was necessary to make some sort of executive decision on the matter, and it was decided (quite democratically of course by a two-thirds majority vote) that the column, however loved by the membership and eagerly awaited, had to bow out so that we could print this apology. The Editor knows that you will all understand.

IDEAS IDEAS IDEAS IDEAS IDEAS

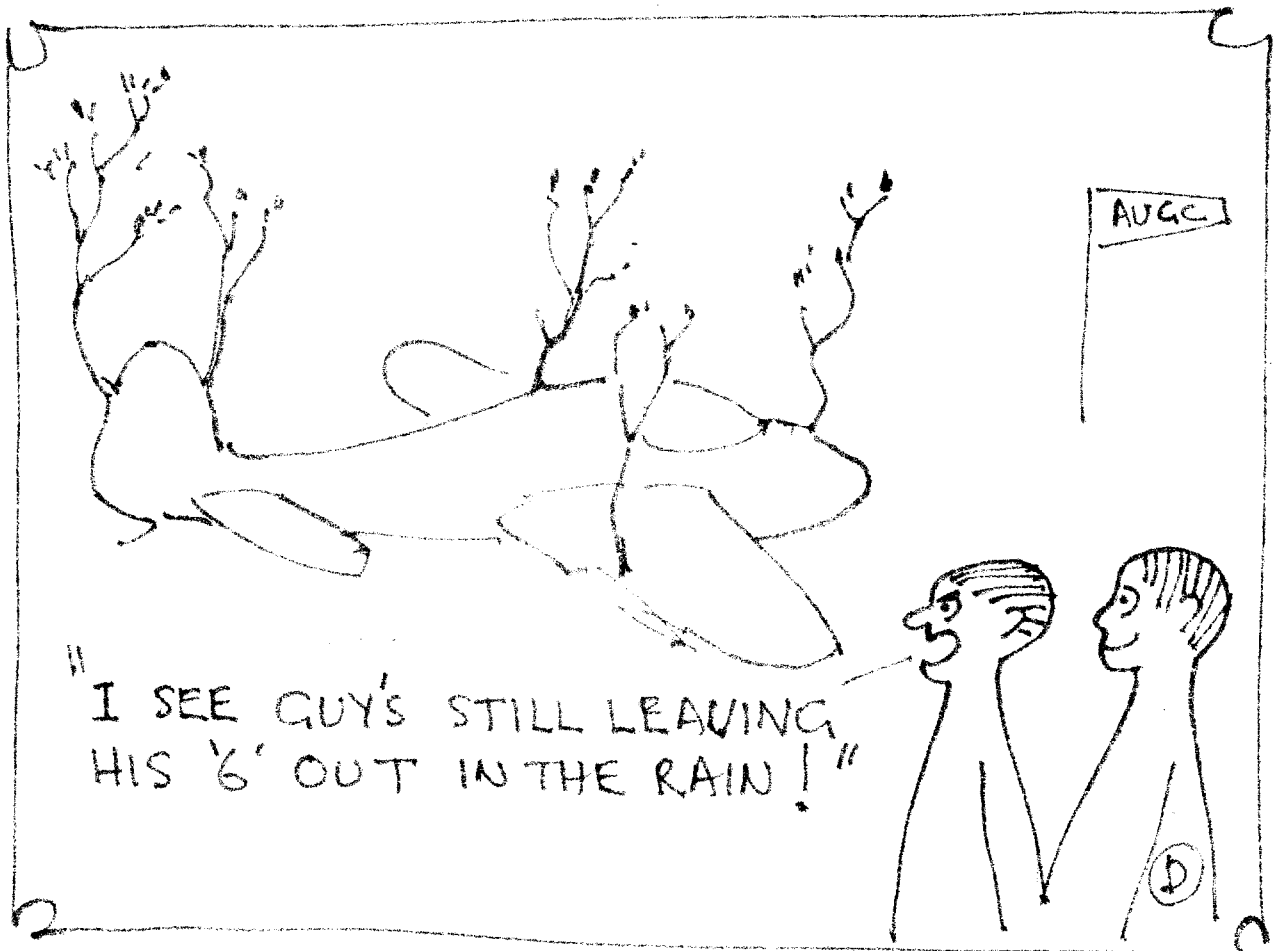
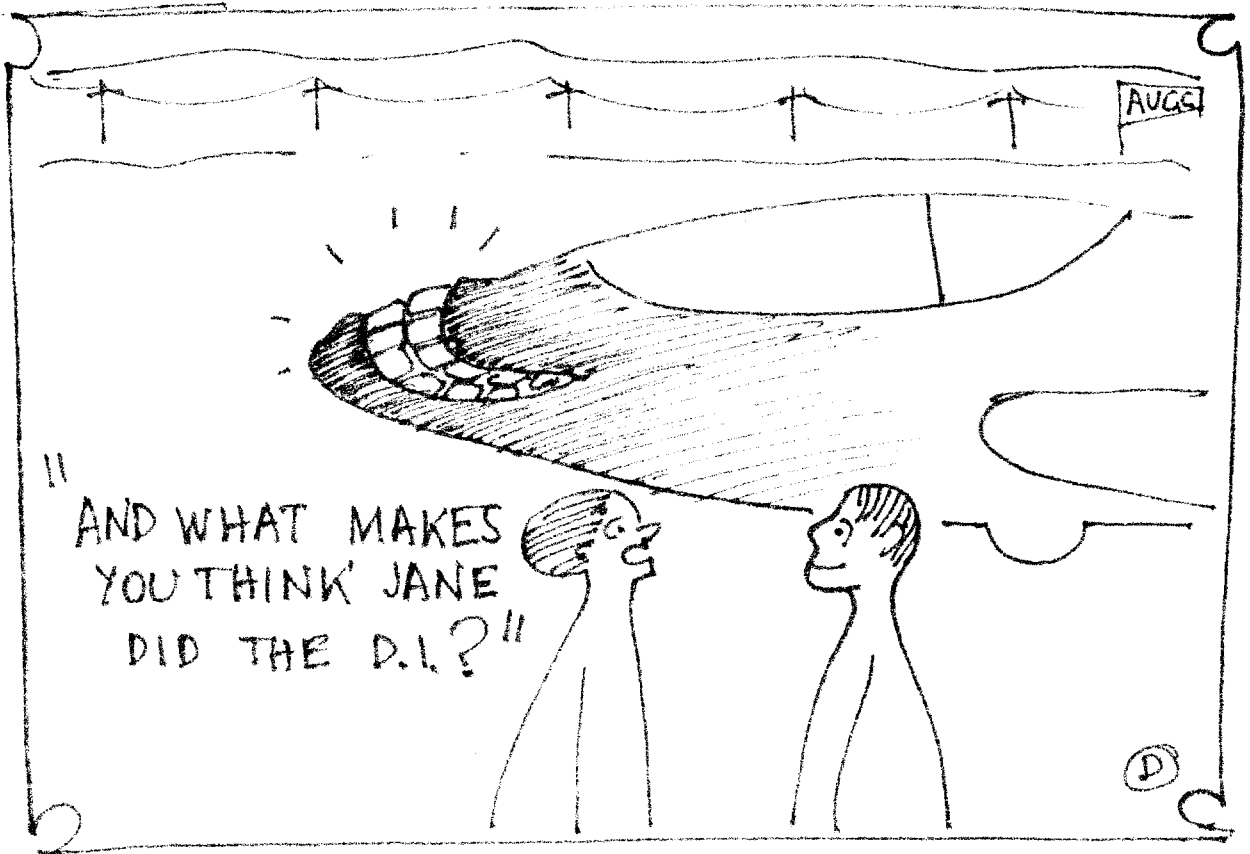
The club is now planning its activities for O-week next year, and it is planned to have a photographic exhibition on the Barr Smith Lawns during O-week. Could any members who have gliding-type photos that they are willing to let the club use for this purpose please contact Dennis Medlow or Don Hein so that we can start preparations in November.

In addition if any member has any ideas about O-week or future club activities, the Executive would love to hear from them.

END-OF-YEAR CAMPOVER

Tired of those long days camped in the Barr Smith, or just longing to take a break from office/law court/building site routine ? Then this is for you :

There will be a weekend celebration at the Lochiel site on Saturday 18th to Sunday 19th of December, with a BBQ and BYOG party. Contact Guy Harley if you're interested in going. (N.B. Flying on the Sunday will be prohibited before 1200 hours !)

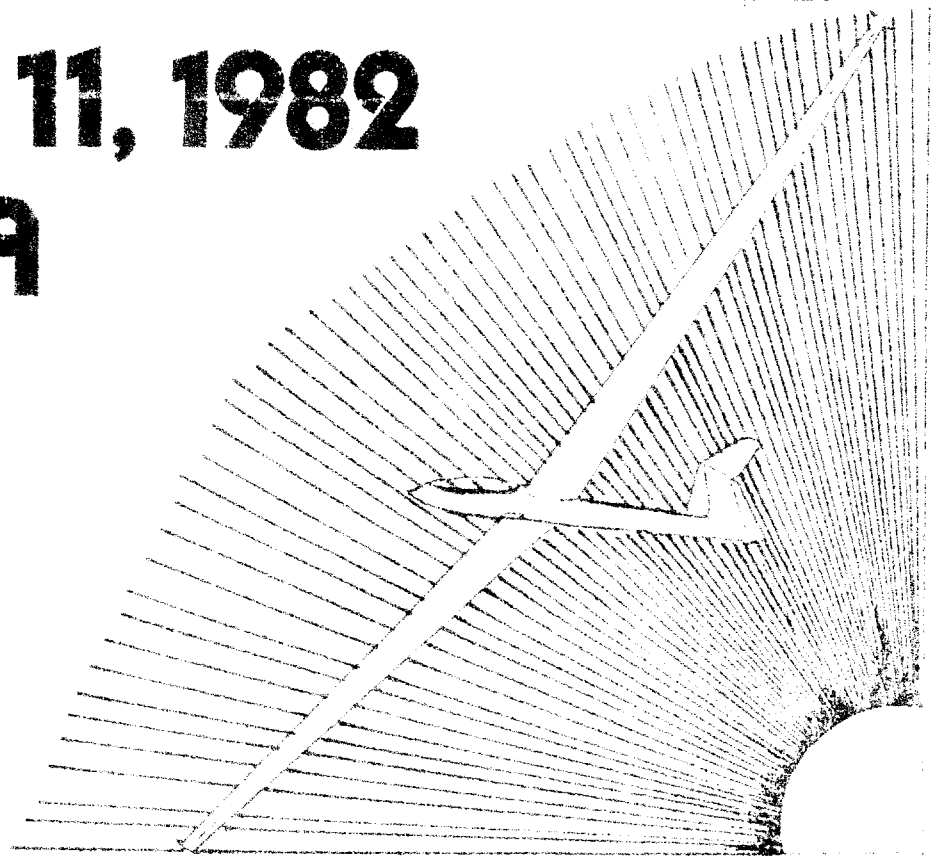


Anyone Interested?

SUNRAYSIA MINI-COMPS

DEC. 4 - 11, 1982

MILDURA



» Open, 15 Metre, Standard, Sports / 2 Seater classes. 8 contest days - weather permitting. Trophies to daily winners and overall class winners. Venue - S.G.C. field - 3km southwest of Mildura Airport.

» Parachutes, fixed camera mounts mandatory, pilots must be current on cross-country.

» Meals, refreshments available at the field, ample accom. available nearby, incl. caravan parks, motels. Presentation dinner, Saturday,

**SPORTS & TWO SEATER CLASS
NATIONAL GLIDING
CHAMPIONSHIPS**

LEETON

MON. 10th to WED. 19th JANUARY, 1983

--oo00oo--

Entries will close on 10th December, 1982 and will be limited to a total of 50 aircraft.

Entry fee is \$50 per aircraft.

Late entries will be levied \$25.00.

Uncompetitive fibreglass gliders (according to G.F.A. rules) are invited to enter but priority will be given to traditional sports class.

--oo00oo--

Rules of competition and handicaps as well as accommodation details will be forwarded upon receipt of entry.

--oo00oo--

Forward entries to:- B. Fisher
5 Milpera Place
Cromer, 2099
Phone: 982 2988

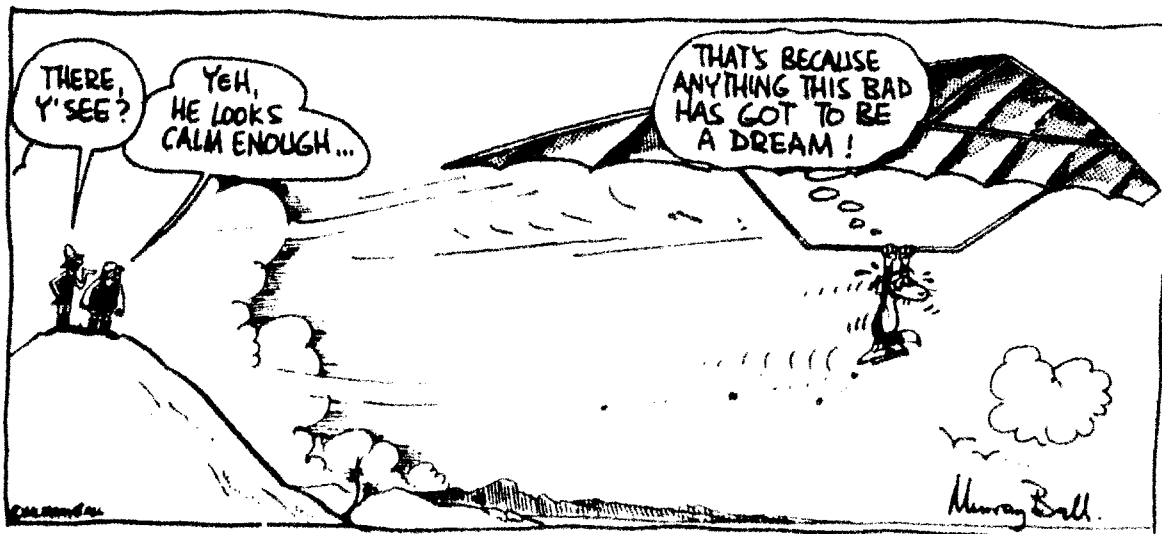
--oo00oo--

The Back Page

Actually its not the back page since that's taken up by something else but since the title was typeset it seemed a shame not to use it !



Since the gliding club also incorporates the Hang Gliding Club, its appropriate that this newsletter have some Hang Gliding content, and since no contributions were forthcoming, we took the next best thing ...



The Calendar

The Gliding Calendar is designed to make life easier for duty instructors and pilots, but it can only work if you contribute to it by sending in the information about when you are flying.

Please work out when you will be flying (remember that this is a firm committment) and send the information to Dene Larwood, whose address appears elsewhere in this journal.

CALENDAR

This calendar lists the members flying in the next few weeks, a new calendar for the first months of 1983 will be printed in the next newsletter.

<u>Date</u>	<u>Instructor</u>	<u>Members Attending</u>
Sat OCT 30	M.Barden	R.Norman, A.McGrath, T.Johnson, B.Giles, R.Crouch
Sun OCT 31	D.Hein	D.Medlow, P&D Temple, I.Pfeiffer, R.Heath
Wed NOV 03		*** GENERAL MEETING 7:30 pm ***
Sat NOV 06	T.Nemith	A.McGrath, R.Crouch, R.Quinn
Sun NOV 07	M.Forster	D.Medlow
Sat NOV 13	M.Barnden	R.Crouch
Sun NOV 14	D.Hein	D.Medlow, P&D Temple
Sat NOV 20	G.Harley	R.Quinn
Sun NOV 21	??	
		** BORDERTOWN REGATTA ON 20-28/11 ***
Sat NOV 27		
Sun NOV 28		
Wed DEC 01		*** GENERAL MEETING 7:30 pm ***
Sat DEC 04		
Sun DEC 05		
		*** MILDURA REGATTA ON 4-12/12 ***
Sat DEC 11		
Sun DEC 12		
Sat DEC 18		
Sun DEC 19		
Sat DEC 25		*** AUGC CHRISTMAS CAMP 25/12/82 TO 3/1/83 ***
Sun DEC 26		
Mon DEC 27		
Tue DEC 28		
Wed DEC 29		
Thu DEC 30		
Fri DEC 31		
Sat JAN 01		
Sun JAN 02		
Mon JAN 03		

Please keep for future reference and send in information about your flying days as soon as possible to Dene Larwood.