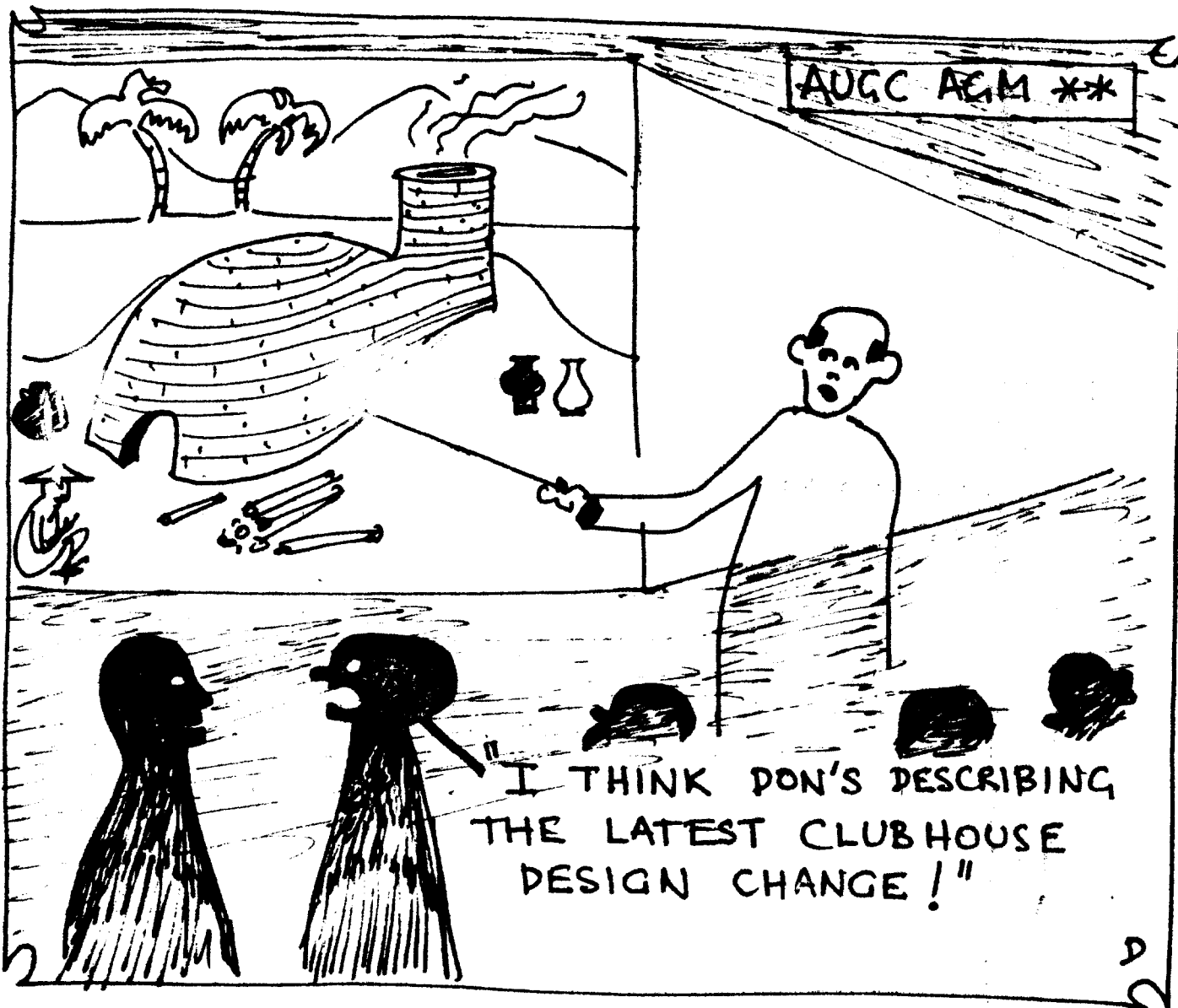


Uni Gliding

Journal Of The Adelaide University Gliding Club Inc.

March 1983

BRING TO
THE A.G.M.



Notice To Members

The Annual General Meeting of the Adelaide University Gliding Club Incorporated will be held on Wednesday, 6th of April, 1983 at 7.30 p.m. in the Jerry Portus Room, Lady Symon Building, Adelaide University Union.

Members in attendance at the A.G.M. will be supplied with minutes of the previous A.G.M. and reports from the officers of the club.

(This is a reminder to members...)

Editorial

Lack of discipline! That's what's the problem with this club. I've never seen such slackness, arriving on field at 9.00 a.m. almost halfway through the day! The most bleary-eyed lot of useless flying freaks I've ever had the misfortune to observe. My Grandmother could be up at 3.00 a.m., three laps around Lochiel with a 30lb. pack and then launch the first glider with her teeth! And all before 7.00 a.m.

Still, I'm going to change all that. At the A.G.M. I'm going to be PRESIDENT then you'll never know what hit you!!

Your Ever Loving Pal,
The General.

STOP RE

Coming Events

C. of. A. course on at Gawler from 27/6 - 1/7. Cost \$20 plus accommodation & meals

Next Meeting

The next General Meeting of the club will be held on May 4th, 1983 at 7.00 p.m. (NOTE THE CHANGE OF TIME PLEASE!!) and wait for it we may show (subject to the intricacies of the Film Library) "Dawn Flight" for all those suckers who missed it at 0-Week.

Stay tuned for further details folks!



State Film and Video Library of South Australia

113 TAPLEYS HILL ROAD
HENDON, S.A. 5014

Telephone: 265 7386

CONFIRMATION OF FILM BOOKING(S)
MEMBER: ~~XXXXXXXXXX~~

FILM(S) TO BE BACK IN THE LIBRARY BY THIS DATE

DESPATCH DATE:	TUE, 02-MAY-83	RETURN DATE:	THU, 05-MAY-83
PRINT No:	FILM TITLE		
218116	DAWN FLIGHT		

DONT MISS IT !!

It's confirmed, at the 4/5 meeting we'll be showing "Dawn Flight".

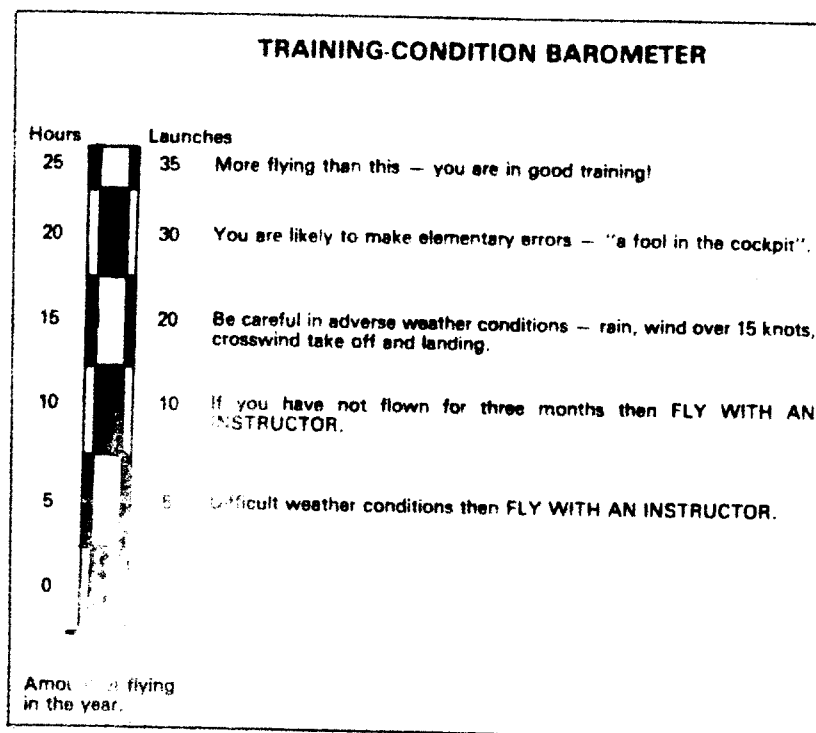
PRESIDENT
ADELAIDE UNIVERSITY GLIDING
CLUB INC.
C/- SPORTS ASSUC.
NORTH TERRACE
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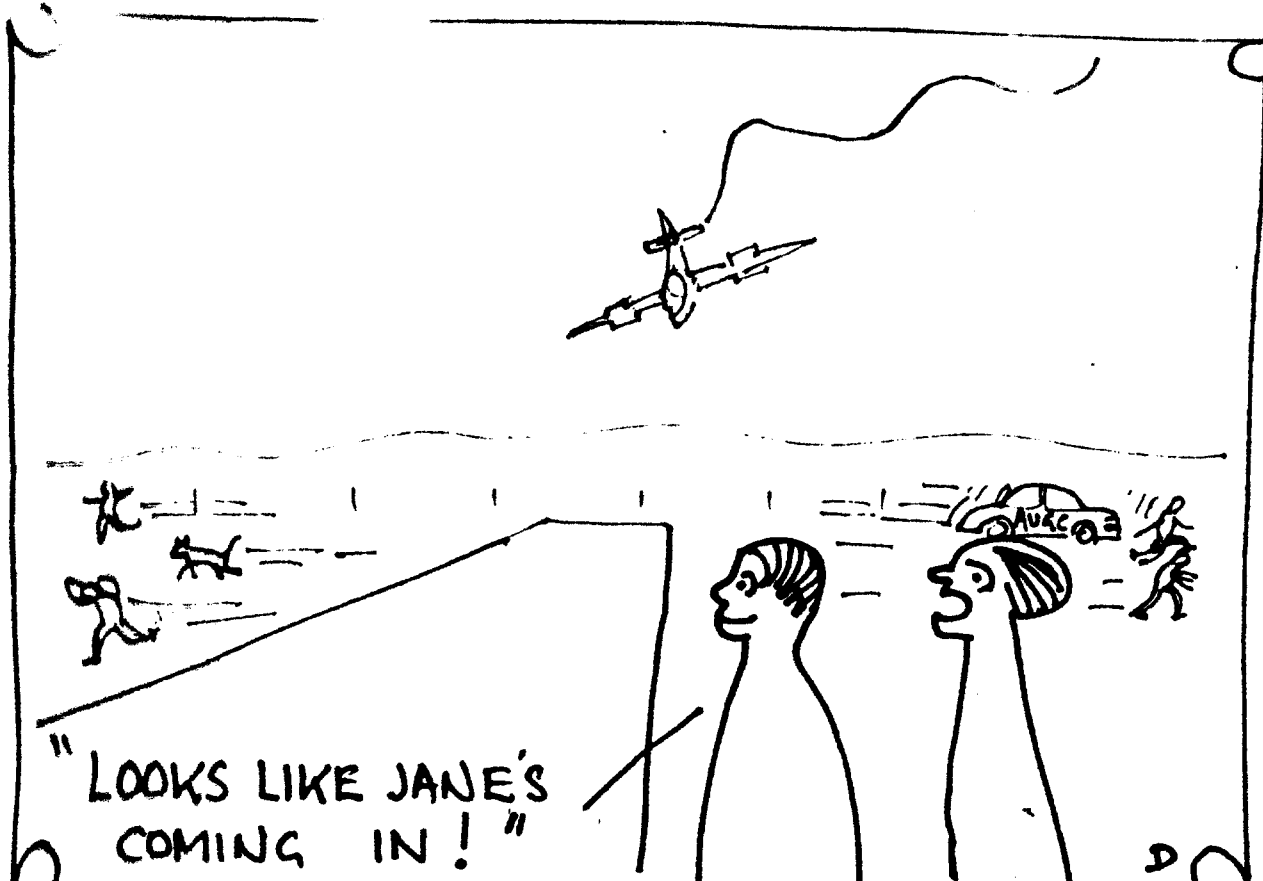
*** UNAUTHORISED COPYING OF FILMS CONTRAVENES THE COPYRIGHT

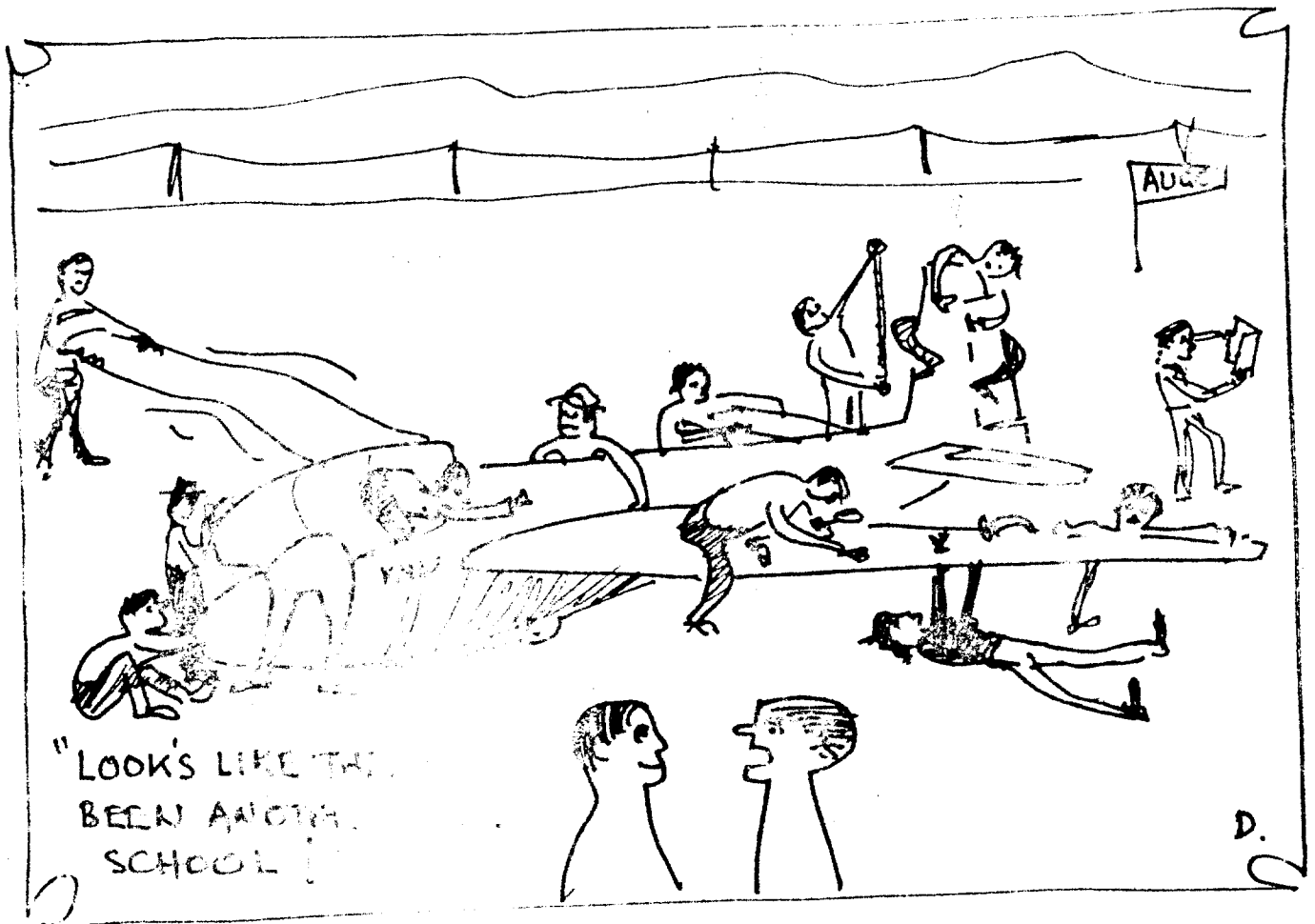
The following diagram is reprinted from "Australian Gliding", p.27 issue of February 1983 and is the "Training-Condition Barometer" devised by the Danish Gliding Union.



GOOD NEWS

Don's Back !! And he's brought his cartoons with him, so beware when you're out on field, that next fence hop of yours may appear below this space (sorry Jane, we tried to restrain him on this one, ... honest !).





CONGRATULATIONS

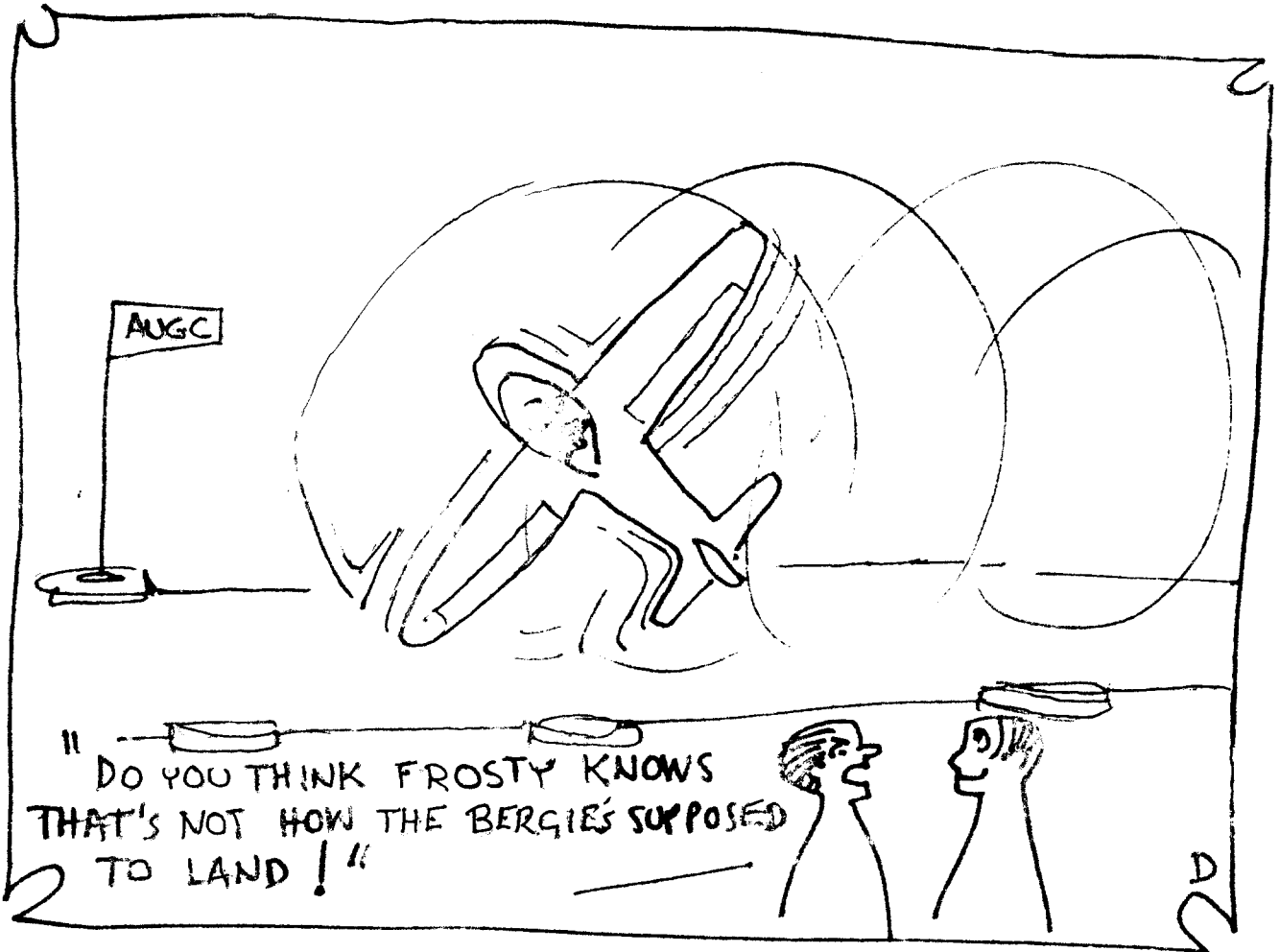
Congratulations to Dick Temple for converting to the Ka6 and to Nick Abbott, Neil Boroky, Russell Norman, & Peter Temple for going solo recently. Also the following members attended a Glider Daily Inspectors course at Gawler :

- Nick Abbott
- Neil Boroky
- Jane Boroky
- Dennis Medlow
- Bert Heath
- Kevin Frost
- Brett Larwood
- Andrew McGroth
- Tim Johnson
- Russell Norman
- Dick Temple

All have been awarded their D.I. certificates, well done !!
(At the time of printing, it is rumoured that Bert & Kevin have been awarded an aerotow rating from a misguided instructor at A.S.C.)

!!! REMINDER !!!

Under our constitution, members cannot participate in the A.G.M. unless their club accounts are in the black !!



Membership Lists

A new membership list is currently being compiled on a new computer, this list will include all new members as well as those carrying over from last year. The list has yet to be checked for accuracy and so will appear in the next (April) Newsletter.

ADELAIDE UNIVERSITY GLIDING CLUB

MINUTES OF ANNUAL GENERAL MEETING HELD IN ADELAIDE UNIVERSITY UNION CHAPEL AT
7.30 P.M. ON WEDNESDAY, 28TH APRIL, 1982.

Meeting commenced at 7.45 p.m.

1. At the commencement of the meeting Mark Forster proposed the motion that "this not be considered an A.G.M. as insufficient and inadequate notice was given".

Seconded S. Sawyer

Some discussion followed and G. Harley explained that in terms of the club's Constitution this could be considered an A.G.M.
A vote was taken, and the motion was deferred.

2. APOLOGIES: N. Boroky, D. Hein, Mr. Wutherspoon, A. Smith.

3. PRESENT: D. Medlow, T. Johnson, R. Quinn, B. Giles, D. Larwood, N. Russell,
G. Harley, B. Larwood, S. Sawyer, M. Forster, A. Hoey, R. Brownrigg.
G. Newcombe. A. McGrath.

4. MINUTES:

D. Larwood proposed that the Minutes of the A.G.M. held on 2nd April, 1981 be accepted as printed.

Seconded R. Quinn

There was no business arising from the Minutes.

5. PRESIDENT'S REPORT:

Dene Larwood reported that 1981/82 had been a year of "ups and downs", with the few encouraging highpoints such as enthusiastic new membership activity being marred by numerous on field accidents which included -

Arrow damaged on landing.

Bocian damaged several times on field.

Ka-6 virtually not flown due to extensive damage
and slow repairs.

On a positive note however the Clubhouse had been progressing even though at a slow rate, and the Winch had performed well throughout the year.

In analysis Dene commented that he felt that a lack of positive outlook, and diversive politics had had a derogatory influence on the year's activities. Dene mentioned that he was looking forward to a more positive outlook in the long term, and some new projects such as hangar extensions, and a new winch.

6. C.F.I.'s REPORT:

Guy Harley reported the success of B. Larwood, E. Douek, and J. Boroky in becoming solo. Commenting that this number was really too few Guy explained that this was partly due to the small new membership in 1981/82, and was also affected by the high "prang rate".

This accident record was felt to be due to changes in the airfield layout, and our method of operations. Guy again mentioned the need to look out, and think for the other people involved so that accidents can be avoided.

In conclusion Guy congratulated the club's instructor course graduates - G. Newcombe, D. Hein, D. Larwood, M. Forster.

7. TREASURER'S REPORT:

Mark Forster claimed that as he considered this meeting not to be the A.G.M. he would not submit a report.

8. ELECTION OF OFFICE BEARERS FOR 1982/83:

(a) Presidential Nominations were for Don Hein only (his consent already being given), and he was duly elected unopposed.

(b) Nominations for Secretary:

	Proposed/Seconded
Dennis Medlow	R. Quinn/G. Newcombe
Tim Johnson	G. Newcombe/G. Harley
A. Sawyer	R. Brownrigg/D. Larwood

Dennis Medlow was elected by ballot.

(c) Nominations for Treasurer:

	Proposed/Seconded
Redmond Quinn	R. Brownrigg/G. Harley
Mark Forster	M. Forster/S. Sawyer

Both nominees spoke briefly on their respective eligibility and Redmond Quinn was elected by ballot.

(d) Social Convenor and 5th Member:

Proposed "That these functionaries be combined in duty."
Moved D. Larwood
Seconded R. Quinn

Motion was carried.

Nominations were:-

	Proposed/Seconded
T. Johnson	G. Harley/R. Quinn
A. McGrath	B. Larwood/S. Sawyer
A. Sawyer	D. Larwood/B. Giles

These positions were filled by a common ballot.

A. Sawyer was elected as 5th Member, T. Johnson as Social Convenor.

9. OTHER APPOINTMENTS:

(a) Aircraft repairs organizer (mainly to organize people and materials whilst Cleve would remain in charge).

Bob Giles - Proposed R. Quinn/Seconded G. Harley
elected unopposed.

(b) Winch Responsibility (which carries a technical prerequisite).

Dean Rodda - Proposed R. Quinn/Seconded G. Harley
plus someone to liaise with Dean.
elected unopposed.

(c) Radios

Tom Nemeth - Proposed R. Quinn/Seconded R. Brownrigg
elected unopposed.

10. GENERAL BUSINESS:

- (a) Cross Country Trophy - The club's cross-country trophy donated by Mr. Harley was awarded to Andrew Sawyer and Bob Giles for their achievement of 126 km. in the Bocian during the Easter Competitions at Gawler. This achievement was against aircraft of higher performance, and if handicaps would have applied the Bocian would have won.
- (b) Sawyers Thursday Night phone in - An instructors and winch drivers roster is to be continued.
A motion was proposed by R. Quinn "That the Sawyers be re-imbursed for phone calls."
Was seconded by D. Medlow, and carried.
- (c) Hang Gliding - The administration and development of Hang Gliding in the club is to be discussed at a subsequent Executive Meeting.
- (d) Capital Expenditure - The ETSA connection has been ordered, \$3000 has been paid by the Sports Association and \$330 is required from the current account.
- (e) Next General Meeting is scheduled for 19th May at 7.30 p.m.
- (f) There is to be a flying camp organised for the May University holidays.

Meeting closed at 9.10 p.m.

Calendar

Information shown is correct as at the 18th of March 1983.

<u>Date</u>	<u>Instructor</u>	<u>Members Attending</u>
19 March	M. Barnden	
20 March	G. Harley	F&D. Temple, D. Medlow
26 March	T. Nemith	
27 March	M. Forster	F&D. Temple, D. Medlow
09 April	M. Barnden	
10 April	G. Harley	
16 April	T. Nemith	
17 April	M. Forster	F&D. Temple, D. Medlow

The calendar is a bit sparse at the moment so please inform the Secretary of your intended flying days a.s.a.p. for inclusion in next months issue

How to find digital north

Introduction: The advent of digital watch technology has brought with it its own set of problems. For example, how can pilots determine North by using a digital watch? Scientists have conducted extensive research on this subject, and have now come up with a solution to the problem.

Aim: The aim of this precis is to provide a stand-by means of finding True North for those ill-equipped 'navigators' who are frequently in need of inspiration but rarely at loss for excuses.

Step one: Find the sun. This is done by looking skyward when a blinding glare, often accompanied by pain in the eye, will indicate the direction of the sun. Alternatively look at the ground (to find ground, see step two) and find your shadow. Then, keeping yourself upright align the tip of your shadow (SH) with the top of your head (H) and slowly turn H through 3.200 mills to look along the line SH-H-Sun.

Step two: Shadow stick. Find a straight stick and place it upright in the ground (to find ground, look immediately below your feet where ground will normally be parallel to and continuous with the soles of your boots). Note that stick (S) will cast shadow (SH) on the ground (G).

Step three: Clock face. Refer to digital watch and ensure that time shown is correct by either (a) checking with conventional watch owners nearby, or (b) when out in the bush, by dialling 1194 from nearest telephone.

Then having established the time of day, draw on ground (G) a conventional clock face around stick (ST) using ST as pivot for clock hands not normally shown on digital watch. Onto representational watch face draw in the hands of conventional watch at correct time of day as per digital watch.

Step four: Aligning clock face. Align the figure 12 on clock face with sun (S) by rotating ground (G) around stick (ST) until figure 6 coincides with shadow (SH) to achieve the alignment 6-SH-ST-12-S.

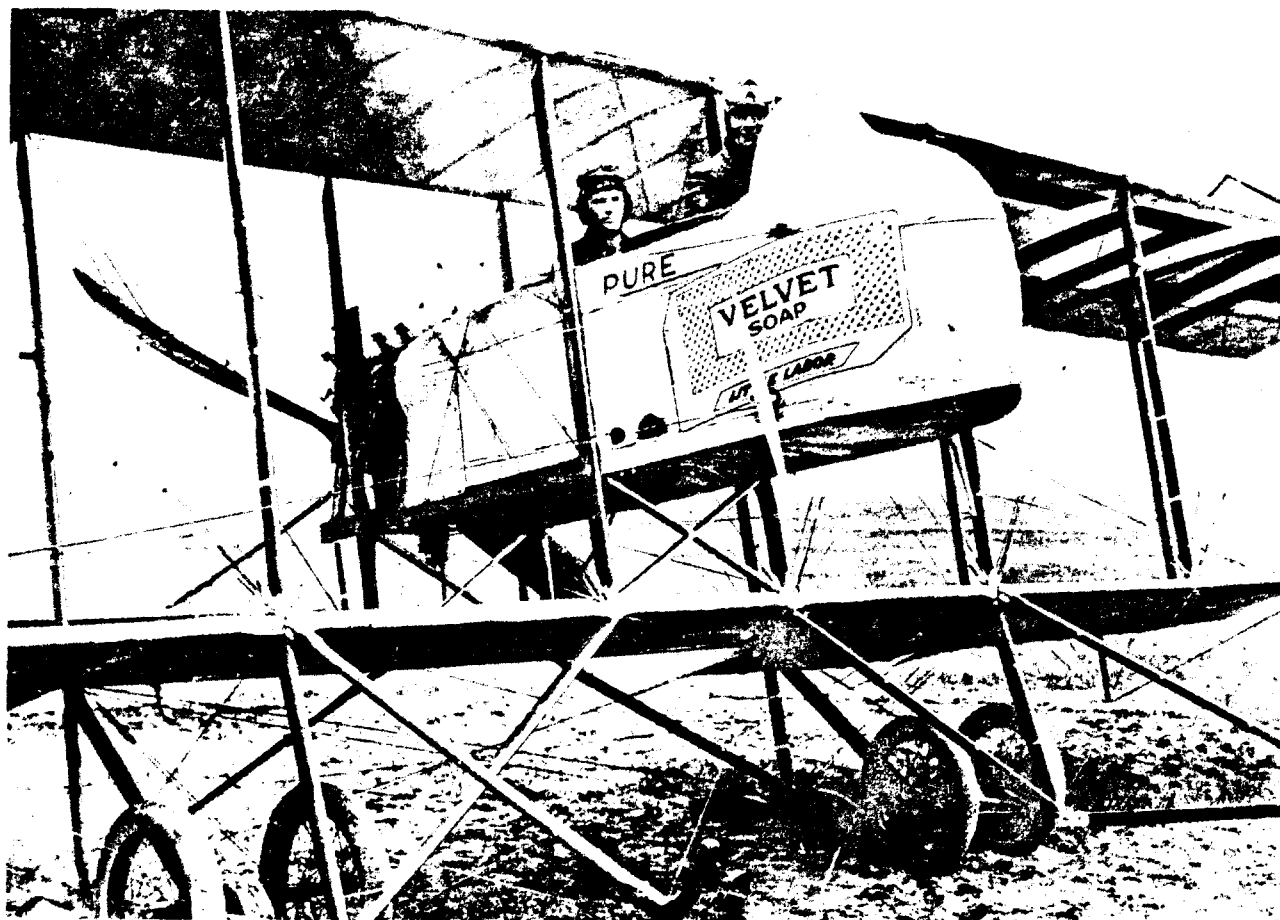
Step five: Find North. Draw a line on the conventional clock face from pivot (P) to a point mid-way between 12 o'clock (12) and the hour hand (H). This line, P-(12-H) should indicate North. If in doubt, firmly close your eyes and spin around until you feel dizzy and fall down, whereupon rising from the ground (G) there is at least a chance that you will be facing North (N).

Finally: If all else fails, remove digital watch from your arm and swing it around overhead AND LET GO. Your digital watch will then have 'Gone West' in which case True North is probably over your right shoulder.

Instructors note: Finding North by digital watch is to be regarded as 'confidential information' and should only be taught to pilots who are advanced in map reading ●

Regulations for Operation of Aircraft

— commencing January 1920 —



1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.