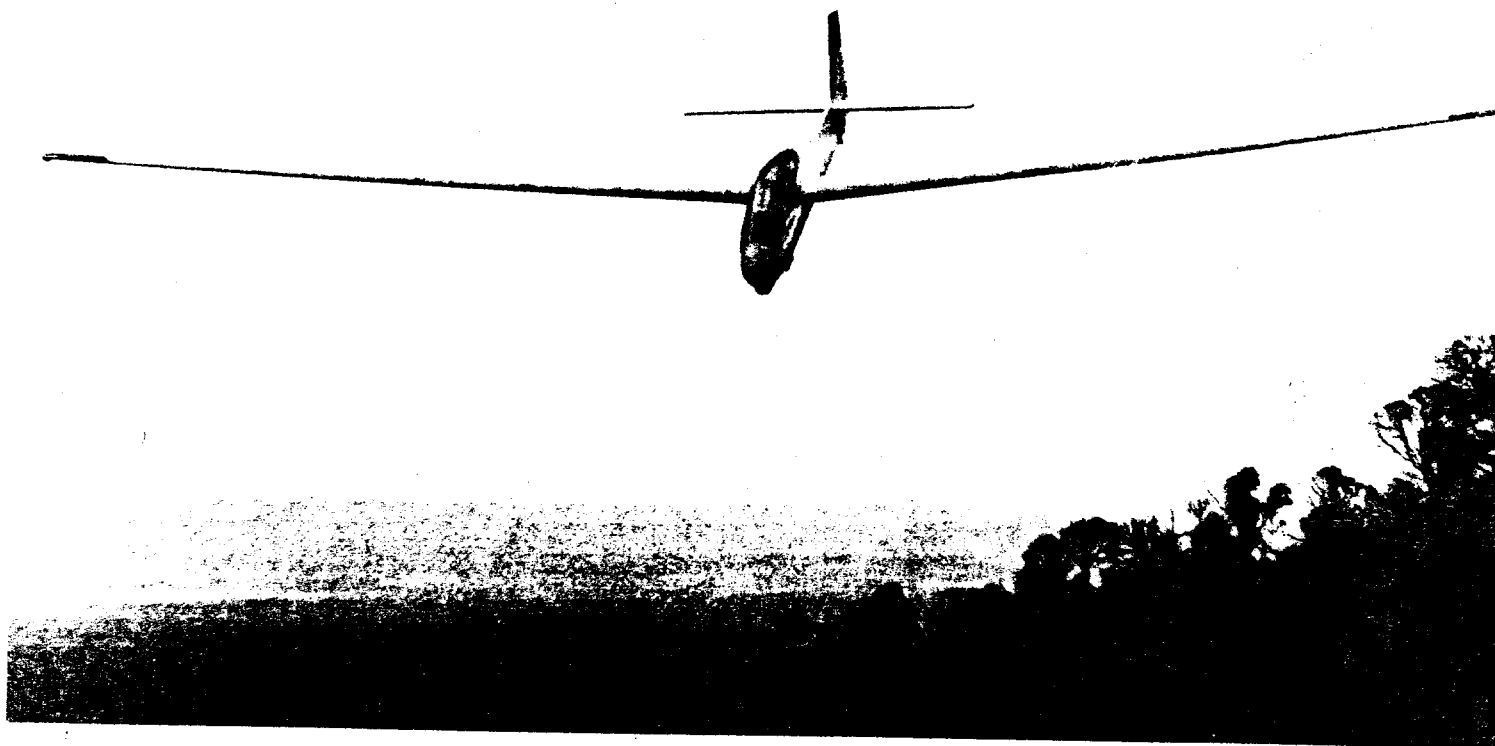


Uni Gliding
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March 1984

Official Journal Of The Adelaide University Gliding Club.



SPECIAL O-WEEK EDITION.

VOL. 9

No. 2

Editorial

Oh heck! it's editorial writing time again. At least things have started to look up a bit since last month. We have a training aircraft flying again, and it's looking like all the trainees are re-emerging from the woodwork. A club aircraft has gone cross country for the first time this season (flown by yours truly - I found the technique to use to get a cross country flight; polish the aircraft, load all the cross country gear, barograph, etc. into the luggage compartment, tape the gaps as for competition flying, and start asking the instructor about minor points of navigation (e.g. "When I get here, how visible is this road?", etc.) and no-one will have the heart to tell you you can't go.). The secretary was heard to say "I don't care about Jenny's feelings" or words to that effect, & hasn't, at the time of writing, yet got himself a towbar for the Pulsar (don't worry, Dennis, we can't all be perfect - I won't tell anyone that you couldn't get away on your cross country on an 8,000 foot day). The damage to Don's Shed turned out to be much less than it looked, and the Docian has at last had work begun on it.

And now, for the familiar old plea; I have received little for this month's newsletter, almost none for the one before and so, PLEASE can some of you members out there try your hand at drawing a cartoon or two, writing an article or poem or two, or even supplying a photo for the front cover. (How about, from one of you new members, a short article on first impressions, or something like that.) Submissions can be given to me direct, or put in at the Sports Association office.

CLUB CONTACTS:

Dick Temple (president):.....	390	1827
Dennis Medlow (secretary):.....	42	5093
Russell Norman (treasurer):.....	390	1824
Andrew McGrath (newsletter):.....	356	2466
Redmond Quinn (organizes flying):..	44	5331

MEETINGS COMING SOON:

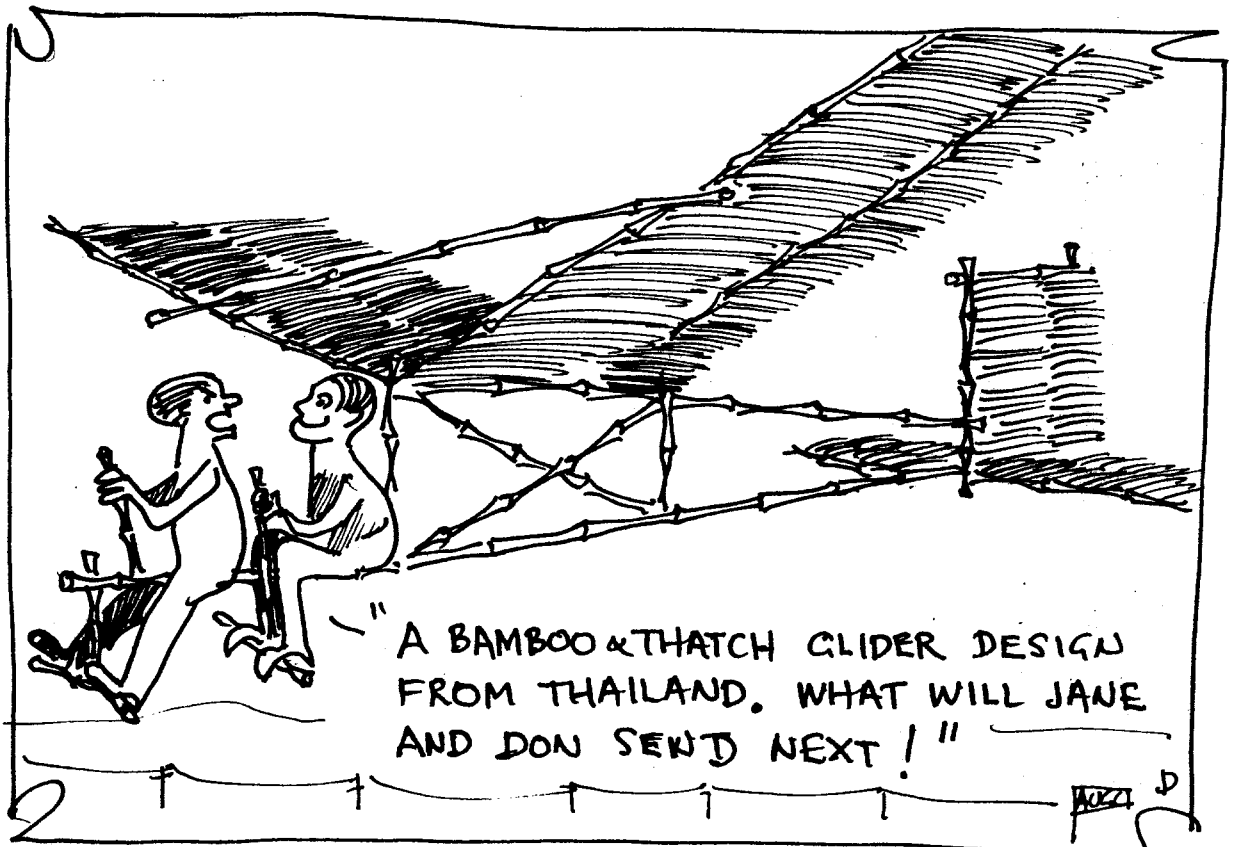
General Meeting :the March GM is being held early
(in February) ~~Wednesday, 29/2~~
at 7:30 pm, in Don's Shed. Bring
your own chair, if you can; Don's
place is at 1 Yandra St., Vale Park.
Refreshments will be provided.

O-Week meeting :will be held at lunchtime (12:30 - 2)
on the Wednesday of O-Week, 7/3.
The spectacular film, "Dawn Flight"
has been booked for showing at this
meeting; every self respecting glider
pilot has seen this at least a dozen
times - don't miss it.

Annual General Meeting :To be held on Wednesday, 4/4
(the first Wednesday in April) at
7:30 pm. NOTE * CHANGE OF VENUE *
The meeting will be held in the
Little Cinema, on level 5 of Union
House.

NOTE →

STOP PRESS:It has just been reported that Dennis has
got a TOWBAR for the Pulsar!!!!!!!!!!!!!!!!!!!!
(It has also been reported that Dennis said
that he doesn't have any balls yet.)
(Won't Jenny be pleased?)
(That he can help her move house, of course)



SOLO AT LAST

My palm is cold and sweaty
And my heart is in my mouth
The distant motor rumbles.
Oh shit I want to get out.

The slack is wound in quickly
And I'm launched with such a force
The glider hurtles skyward
Beyond control of course.

And now the launch is over
I'm feeling quite relieved
(I only hope no-one will see
The wet patch on the seat).

The white wings whistle, the sun smiles down,
And the eagles soar beside.
I've made it, I've soloed now.
Just sit back and enjoy the ride

I circle left, I circle right
I even loop-the-loop.
Oh no! The altimeter!
I'm below one hundred foot.

It's time I joined the circuit
(This may be slightly rushed)
What was it the instructor told me?
...."it all begins with FUST".

I've done my base leg, I'm on to final
I've marked out my aiming spot
Look out for the fence!! What fence?? That fence!
Put the nose down, that's the shot.

The speed creeps up to thirty knots
(Can man really go this fast?)
Now full back stick and hold on tight,
As the fence goes sailing past.

But I think it may be reasonable
To assume you've been misled
That sailing fence did sail right by
But straight over my bloody head.

So now I have been grounded
(The instructor roared and bellowed)
But I do have one thing to be proud of
At last I've finally soloed.

Reprinted from AUGC Newsletter,
Vol.4, No.1.

INFORMATION FOR NEW MEMBERS

Why doesn't a glider fall out of the sky?

A glider is simply an aeroplane without an engine, and as such has all the controls and instruments of a powered aircraft (with, of course, the exception of a throttle and other engine related equipment). It should be realized that it is not the engine that keeps an aircraft in the air: it is the wings. An engine simply adds kinetic energy to the system. In a glider the kinetic energy is created from gravitational potential energy. This is just a complicated way of saying it turns its height into the speed necessary for flight, instead of turning fuel into speed. Thus, a glider flying free in still air is always travelling slowly downwards.

If, however, the air is not still, but in fact is rising faster than the glider is sinking, then the glider will be carried upwards with the air. This is known as SOARING flight, and if the rising air is consistent enough, a pilot is able to remain airborne as long as desired. Coming down again is much easier: if the aircraft is flown out of the rising air, it will simply slowly sink back downwards, travelling some 30 feet forward for every 1 foot down.

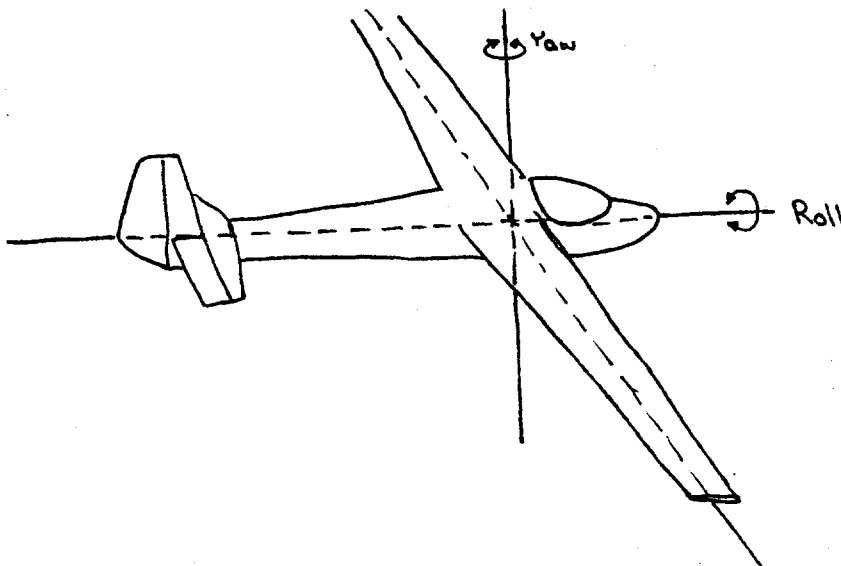
How does a glider take off?

There are a number of ways of getting a glider airborne. The most commonly known method is to tow it behind a powered aircraft on a couple of hundred feet of rope. This has the advantage that the glider can be towed to any height desired, and across country to any desired point of release - for a price. The upkeep and fuel of such a powered aircraft makes this technique (known as "aerotowing") prohibitively expensive for most university students.

We use a much cheaper and actually a safer method known as "winch launching". Here, a large engine, mounted on the back of a stationary truck, is used to wind in cable at a high speed, pulling the glider into the air like a kite. Using this technique, an average launch gets the glider up to about 1,000 feet although, given the right conditions, heights in excess of 3,000 feet have been obtained. At the top of the launch, the pilot may unhook the cable from the glider simply by pulling a handle, but if he fails to do this for any reason the hook will open automatically as soon as the cable starts to pull from behind.

How is a glider controlled?

Since an aircraft is a vehicle moving in three dimensions, controls are needed to move the glider about three axes:



- Pitch: This is the axis about which the glider rotates to point the nose up down. The glider's position in pitch; its "attitude"; is controlled with backward and forward motion of the joystick, or control column; this is a metal column rising from the floor of the cockpit; grasped with the right hand. Forward stick drops the nose, to increase the speed, and backstick raises the nose. Thus, the speed is controlled with the stick.
- Roll: This is the axis from the nose to the tail; rotating about the axis puts one wing down and the other wing up, i.e. varies the angle of bank. Movement here is controlled by moving the control column from side to side: left stick puts one wing down, and vice versa. With the stick in the middle, the angle of bank remains constant.
- Yaw: This is controlled with pedals: of which there are two, connected together. Pushing on the left pedal will point the nose to the left, and vice versa. Note that the glider does not necessarily go where its nose is pointing, although it should do so to be flying really efficiently. Simply depressing one or other of the pedals will result in the glider flying partly sideways.

All of these three major controls are used in co-ordination in normal flight. To enter a turn to the left for example, the glider is simultaneously banked and yawed to the left, by moving the stick to the left and depressing the left pedal. All of this sounds quite complicated, but with practise it becomes natural.

What instruments does a glider have?

A glider's instrument panel is much simpler than that of a powered aircraft because instruments like tachometers, fuel gauge, etc. are unnecessary.

The basic instruments are an airspeed indicator, altimeter, compass, variometer and a yaw string.

The airspeed indicator (ASI) is self explanatory it shows how fast the air flowing past the glider. In no-wind conditions, this is also the speed relative to the ground, but with a headwind, the groundspeed is less than the airspeed, and with a tailwind, the groundspeed is greater than the airspeed. The ASI is calibrated in knots (100 knots is about 115 miles per hour).

The altimeter is also fairly simple: it shows the height above the launch point in feet. It has three pointers, somewhat like a clock: the longest of these indicates hundreds of feet, the next one points at thousands of feet, and the smallest indicates tens of thousands of feet.

Most people are familiar with a compass: its main use in gliders is when making long-distance cross-country flights.

The variometer is simply a very sensitive rate-of-climb indicator: it tells how fast up or down the glider is travelling: this is useful when the pilot is trying to find where the best lift is, for soaring flight. Variometers are often calibrated in knots -10 to +10.

The yaw string is one of the most sensitive instruments on the aircraft: it consists simply of a piece of string or wool taped to the centre of the canopy.

It is used to accurately determine the direction of airflow over the aircraft: an aircraft is not flying at maximum efficiency if it is flying slightly sideways, and so the pedals are used to keep the string in the centre.

Some gliders have other instruments as well, like artificial horizons, gyroscopic angle of bank indicators, and so on, but these are unnecessary in Australian conditions. All the A.U.G.C. gliders are also equipped with radio, for communication between aircraft and the ground, and between airborne aircraft.

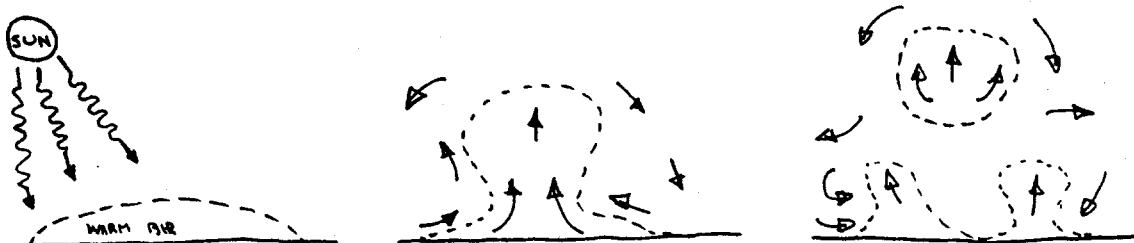
How does a glider soar?

As mentioned earlier, soaring involves flying in air that is rising as fast or faster than the glider is sinking. There are a number of things that may make air rise: the two ways most commonly encountered at our airfield are Ridge Lift and Thermal Lift.

Ridge Lift: A steady wind blowing onto the face of a long hill, ridge or cliff, etc., must flow up and over it. If the ridge is of sufficient size and steepness, and the wind of sufficient strength, then the air here is rising fast enough to support a glider flying back and forth along the ridge, several hundred feet above it. This is known as ridge soaring.



Thermal Lift: Because the sun heats the ground, the air close to the ground becomes warmer than the air above it. It is common knowledge that hot air rises, so if a sufficient mass of air is heated sufficiently, a "bubble" of hot air may break away from the surface to float upwards. A glider, if it finds such a thermal, can stay inside the bubble by flying in circles. If you see a bird circling without flapping its wings, (like an eagle, seagull, or vulture, etc.) especially on a hot day, then it is probably thermal soaring.

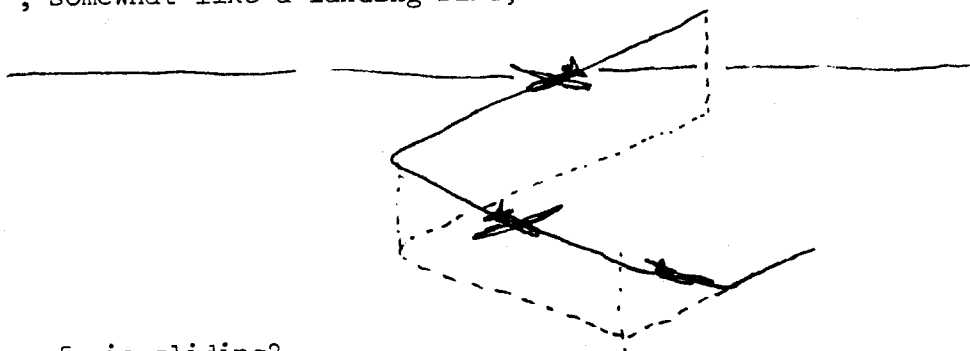


Heights in excess of 10,000 feet can be attained using thermals.

How does a glider land?

When a pilot decides to land, he flies the aircraft in a special rectangular pattern around his intended landing point, while still between about 700' and 1,000' above it, this pattern is known as a "circuit", and its purpose is to let

the pilot have a good look at his landing point, checking for obstacles, etc., and to set up the glider in a position from which it is easily landed. Because a glider is always both launched and landed into the wind, the launch site is normally also the landing site. When the glider is actually coming into land, another control is brought into play with the pilot's left hand: the airbrake. The name is somewhat misleading, since the airbrake does not actually serve to slow the glider down much. The airbrakes consist of large, flat plates that fold out of the middle of the wings, and are designed to reduce the efficiency of the wings, thus increasing the glider's rate of descent. The airbrakes are adjusted to aim the glider at a point on the ground in front of the landing site. Just before the aircraft reaches this point, it is "flared", or "rounds out", somewhat like a landing bird, to reduce the vertical velocity to zero.



How safe is gliding?

Gliding is a very safe sport, the most dangerous part of a day's gliding is the car trip to and from the airfield. The occupants of a glider are always firmly in place with a four-point harness, and if aerobatic flight is intended, parachutes are worn.

Before a glider is permitted to fly on any day, it must undergo a careful inspection by a qualified inspector, and every year it must have a very thorough complete inspection, for which it is necessary to completely disassemble the craft. A glider is a very strong type of aircraft, and most gliders are capable of simple aerobatics, like loops, spins, chandelles, etc., unlike many light aircraft.

What is the A.U.G.C.?

The Adelaide University Gliding Club was formed back in the mid-1970's to provide flying and flying training of a cost acceptable to most students. The club is an incorporated body, and owns three gliders: two of which are two-seaters for training purposes, and the other is a single seater for more advanced pilots. In the interests of keeping costs down, these aircraft are not the ultra-modern carbon fibre super ships possessed by some clubs, but are wooden aircraft: the newest being made in 1976, and the oldest in 1965.

The A.U.G.C. operates from an airfield near Lochiel, some 130km north of Adelaide. This site has several advantages: it is a long way from the airspace restrictions imposed by Adelaide Airport: it is a good sized paddock, with two airstrips each nearly a mile long: and it is alongside a ridge ideally suited to ridge soaring. The airfield, however, has not much in the way of facilities although there is a clubhouse under construction by club members. Thus, any food and drink desired should be brought up from Adelaide.

There is normally flying on every day of every weekend, though a day may be cancelled if there are not enough people interested, for example, or if the

aircraft are undergoing inspection or maintenance. During term breaks and the Christmas vacation period, there is often a flying camp organised, whereby flying continues throughout the week, with accommodation free in the nearby shearer's quarters, where there are all the luxuries of home, including beds, stoves, fridge, hot water, etc.

How can I learn to fly with the A.U.G.C.?

The A.U.G.C. has a number of fully qualified gliding instructors, and two training aircraft. The trainee sits in the front seat of the aircraft, and the instructor has a duplicate set of controls in the back. Some aspects of flying can be taught on the ground, but most of the training is done airborne. In the early stages of training, the instructor will be doing the launch and landing from the back seat, while the pupil gets used to the feel of the controls in the air, practising turns, flying straight and level, and so on, with the instructor always ready to help if any difficulty is encountered. Gradually, the student is introduced to the more complex aspects of flight, like launching, landing, thermal soaring, emergency procedures and such like. When the instructor feels the student is proficient enough, the student will be allowed to fly the two-seater with no-one in the back seat: to go solo.

It normally takes in the order of 10 hours in the air to reach solo standard (about 60 launches) though this depends on the pupil, and how regularly training is undertaken. One day in a fortnight, or thereabouts, is normally considered just sufficient to make progress, and it is beneficial to occasionally spend a few days or even a week up at Lochiel when one of the holiday flying camps is organised. An average training flight is only of about 10 minutes, and you might get 3 such flights on an average day.

What licenses are required?

No license of any type is required to start training. However, at about the time of going solo, a pilot joins G.F.A., the Gliding Federation of Australia, at a cost of about \$35. This involves getting the monthly magazine "Australian Gliding", so the money doesn't all just disappear. Once a pilot has reached solo standard, there are a series of certificates of achievement that can be obtained: the A certificate, B, C, silver C, gold C and the three diamonds. Each of these certificates requires successively more difficult achievements: from the A certificate, which is the first solo flight, right up to the diamond height, which involves climbing over 16,400 feet, and the diamond distance, which involves a cross-country flight of over 500km. Before a pilot can fly cross-country solo, he must hold a C-certificate, which, among other things, involves an oral examination of the rules of the air.

Lochiel is a long way away, and I don't have a car. How do I get there?

A car-pooling system operates from Bolivar, on the Pt. Wakefield Road. Everyone travelling from Adelaide to Lochiel meets at the Golden Fleece service station (on the left, just a little way past the Bolivar Hotel) at 7.30 a.m. Everyone packs into a couple of cars and the rest of the vehicles are left at Bolivar. Each passenger pays the owner of the car \$4 for a round trip, to help cover petrol. Special arrangements are easily made for anyone who is unable to get to Bolivar in the mornings.

The entourage arrives back at Bolivar at any time between about 7 and 10 p.m. normally.

How much does all this cost?

The A.U.G.C. is the cheapest gliding club in Australia. Membership is only \$5 for a member of the Sports Association (all students already are). Flying is charged by the minute in the air, plus an additional amount for the launch:

10¢ a minute, and \$1.50 a launch

Thus, for an average day of 3 x 10 minute flights, the flying cost is only \$7.50

Because flying is so cheap, the A.U.G.C. is unable to afford to have much maintenance done professionally. Thus, active members are invited to help with work on aircraft, clubhouse or other club projects occasionally.

Lawnchair pilot

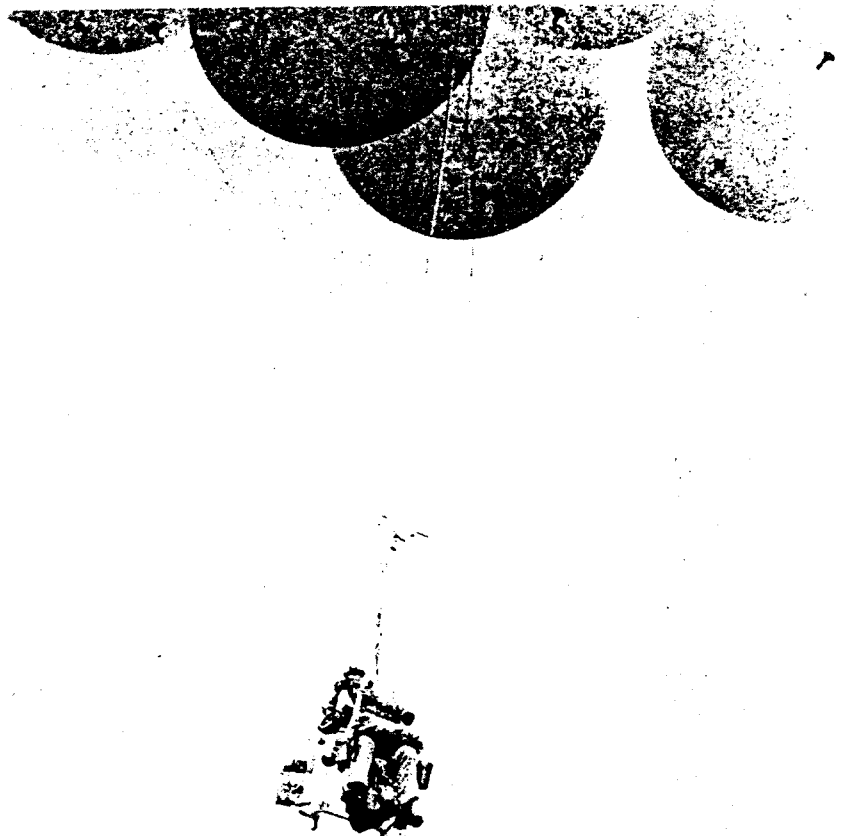
AT A recent hearing held by FAA in Los Angeles, Homebuilt Balloonist Larry Walters was cleared of two of the four charges made against him after his unprecedented July 2, 1982 flight to 16,000 ft. The unorthodox vehicle for the ascent—a Sears & Roebuck lawn chair supported by 42 weather balloons.

FAA agreed that the vehicle could be classified as an ultralight, which eliminated the necessity for a valid airworthiness certificate. And despite an FAA-solicited statement from a pilot who claimed to have extended his downwind leg in the Long Beach Airport traffic pattern in order to avoid the balloon's flightpath, it was ruled that a collision hazard never existed.

Two other charges were dropped in reaching a compromise settlement. One of those alleged violations involved operation in the Long Beach airport traffic area without two-way radio communication, though Walters had in fact contacted the tower via CB radio and land line link.

The vehicle's descent into this high density location became necessary when the "pilot" lost his sole means of control—a BB gun. Walters had begun a descent by shooting out several balloons, but after inadvertently dropping the gun, had no choice but to let the descent continue. The water ballast he had planned to use to check his downward progress could not be used.

A final alleged violation of the regs involved actual or potential peril to life and property. Walters, who wore a parachute for his epic adventure, landed his vehicle safely in a backyard



Ersatz Pilot Larry Walters, soaring above Los Angeles in his lawnchair built for one, scans the ground for the BB gun he inadvertently dropped from 16,000 ft.

of a crowded Los Angeles suburb. His loss of the BB gun from 3 miles aloft caused some FAA concern, however.

At the concluding hearing FAA agreed to drop the last two charges; Walters agreed to pay a fine of \$1500 in return for a clean slate. This was probably wise: Had the case gone to court Walters might have had to pay

\$1000 per violation in addition to court costs and lawyer's fees.

Now all Walters needs is a job so he can pay the debt. The balloonist, who is currently unemployed, declared bankruptcy after investing his total savings into what he terms "the fulfillment of a lifetime ambition." □

—Mark Patiky

"COLOUR THE BOCIAN" COMPETITION

You may have heard that everybody's favourite training aircraft, the Bocian, is undergoing some major maintenance work. In fact, just about the entire glider is being stripped back to the wood, and then recovered with fabric. Various suggestions have already been received as to the paint job, ranging from pure white all over, to World War II fighter markings.

To help us in our decision, we (the poor buggers who spent 120 hours removing the original paint) have decided to run a competition to find a new paint scheme.

For those members who are not familiar with the Bocian, it is the aircraft pictured on the front cover.

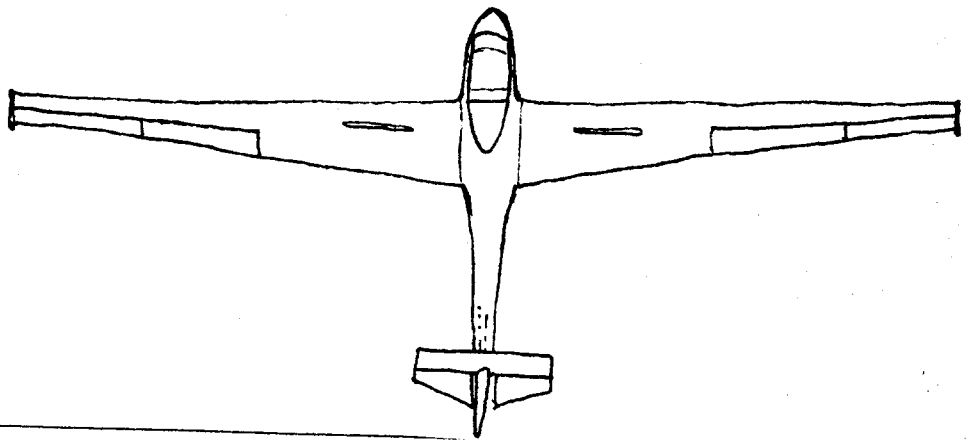
Entries may consist of drawings and/or descriptions detailing a proposed paint scheme.

The prize is obvious - the winner gets to have his/her design painted on the glider.

Entries should be submitted to the Gliding Club pigeon hole (give them in at the Sports Association Office, in the Lady Sydenham Building), or to Russell Norman or Andrew McGrath direct.

Hints: The design should be fairly easy to paint on.

The base colour does not need to be white, but visibility is an important factor, so the overall appearance should be fairly bright; mottled dark brown and green designs will probably not win this competition.



DON

IN THAILAND.

News has reached Thailand of the damage done to Don's Shed. Repercussions are immediate...



Well I've finally got around to putting something in our newsletter. I've been told by Andrew that if I add a page to the newsletter we will have 16 pages which means that we will be able to put it on A3 size paper and staple it in the middle which in my opinion elevates our humble newsletter to magazine status.

If some of you older members are wondering what an article concerning the elementary aspects of flying and our club is doing in this issue well we plan to hand out this issue to all those who express interest in the gliding club in 0-week.

Now a little joke. Jane recently discovered a new drink called the Cross Country Clatons ... It's the cross country you're doing when you're not doing a cross country. It costs the same as two rounds of beer for all those on field. (sorry Jane ... I don't think we should have given you such a hard time now.)

On the treasurer's side of things, the books are, at present being audited, just to make sure everything is in good order. When (or if) you come to the A.G.M. in April I will be presenting a detailed report on how we progressed last year financially and how I feel we will bethrough-out this year.

Concerning this year and members accounts, I have already sent letters to all those who have outstanding accounts with the club, outlining the new plan to not let anyone run outstanding account on a continuous basis. The club, in the past, has lost quite a bit of money by people leaving the club without finalising the account, I am therefore encouraging people to pay for their flying before or as it occurs.

The very latest on the Airworthiness side of things is that the paint has been removed from the Bocian Wings and is now ready for repair to be done on the existing patches and to be fabric-ed. The paint was stripped in little over a week which I think must be some sort of club record considering that the job required over 120 man hours of work. Thanks must go to Andrew McGrath, Tim Parish, and Mark Raftery for all the long hours of scraping. Credit must also go to Mark Forster who supplied meals, beer, (soft drink in Andrews case) and moral support. I suppose Redmond should also get a mention for helping develop the technique by which we removed a majority of the paint, the details of which I cannot reveal here as he has patented the method.

One thing that has been discovered as we stripped the paint off the wings is someone has repaired the portwing with masonite, haven't they Dennis !!!!

I think that's about all from me

Yours Sincerely

Cross country: in a CLUB AIRCRAFT!!

Andrew McGrath.

The first launch of the day (Sat, 17/2): at about 1 pm since the morning had been spent rigging the Bergfalke, and buying a new winch battery, etc., etc. (you know the story...).

The wings are held level at last; "Take up slack", calls the wing tip runner: that familiar tense pause while nothing happens; the heat build up in the cockpit under the sun is intense. The sweat runs still into my eyes. The sailplane starts to move. "All out!"; and then the waiting is over: my head is pressed into the new padded headrest and then the rumbling of the ground disappears. The airspeed indicator creeps upward to 40 knots and then steadies; too slow. I lower the nose and wave my wings; the speed lifts to 50 knots and I settle into full climb, 45 degrees from the horizontal. 500 feet and my nose is slowly pulled down; the cable back-releases at 1,000 feet; I automatically pull the release handle twice anyway, and am free to search for lift.

Some slight turbulence just near the top of launch, but the only reward for searching there is 100 feet of height loss. Oh well, try over towards the ridge: nothing. I start to make for the circuit joining area when there it is: that welcome vertical acceleration. I'm still at 700 feet, so a quick turn, and the thermal turns out to be a hooded one knotter. Fifteen minutes later, I'm at 2,000 feet, and the lift is threatening to increase to one and a half knots. Better start this of navigation now; I've declared Rhyndar return; 62 km to the south east.

Hang on, I was sure I hung the map on that trim lever; I start groping around underneath and behind me as best I can in the tiny cockpit. Whoops! - nearly fell out of the thermal; a quick re-centering and then back to the search for the map. I find the nose for the drink container, and the microphone for the radio that doesn't work, but no map. Another quick re-centering. I start wondering about landing to find the map. Ah! There it is: on the trim lever all the time, but pushed right into the back corner. I painfully climb to 3,000 feet, by which time I have drifted about five kilometers to the north west of the field. I try to contact the ground, but the radio doesn't seem to want to work. And so, 35 minutes after launch, five km on the wrong side of the field I set off.

I fly through several thermals before I take another just over Lochiel at 2,500 feet, using them simply to prolong my glide. A four knotter so an inversion at 4,000 feet.

Dolphin soaring gets me down to 2,500' in sight of Whitwarta airfield; another thermal back to four and I confidently set off on track. Passing over Whitwarta I see, far below, a Blanik doing aerobics and/or spin training. On the ground are visible one glider, one powered plane, and a winch at the far end of the operational strip. Never having seen this airfield before, I note that the strips look just like two dirt roads, unlike our luxuriantly vegetated strips. I fly through a thermal at 2,700' just past Balaklava, deciding to push on to the next one. At 1,800', with some most unlandable looking country looming ahead I find some weak turbulence which in five minutes lifts me to 2,000'. Not good enough. With all this height under my belt I set off not quite so confidently, and not quite on track (to avoid that unlandable area) I fly along a river lined with trees, in the hope that the wind shelter may create a thermal. My hopes are rewarded when, at 1,600', I find a thermal nearly as strong as the previous one. Determined to work anything at this stage, the thermal peters out at 1,800'. Another thermal at 1, with similar results. (Gee, that paddock looks nice). I start working toward the circuit joining area so I will be able to set up a neat circuit. At 1,400' I am elated when the vario (well, the optimistic vario anyway) shows zero sink. A few turns and I am holding my own. A few more turns and the altimeter has moved almost appreciably (1,450'). Suddenly it strengthens to five knots and I'm away. Anxious to get a long way from the ground, I take the thermal all the way to the inversion, which by

now has risen to five. Now, half an hour after I passed Balaklava, I pass Balaklava.

From this height, I think I ought to be able to spot Rhyne; with a map I am able to identify every town in the area except Rhyne. Where Rhyne should be, there is nothing but a tree covered expanse of hills. Oh well, the map says it's there, so off I go. Two thermals later, I reach the hills at 2,500' and they look most inhospitable. Before I venture across them, I thermal up to 4,000'. While climbing, a small town comes into view on the other side of the hills; Rhyne at last. I roar across the hills at 60 knots and at 3,000' I decide to take another thermal just short of the town. I knew it was less efficient to thermal just before a into wind turnpoint, but all of the paddocks below me are contour ploughed and I do not want to get low.

It's a good six knots, so I decide to take note of it's position, and take my photo, then come back to the same thermal. At three and a half thousand I fly off at 70 knots and am soon over the centre of the town. The tiny white spots of cricketers cover the town oval. I point my nose at the sky and roll to point my wingtip at the bend in the main road by the pub in the centre of the town. Click.

The time is three fifteen; it's only taken me 2 and a quarter hours to come 62 kilometers. Photo taken, I resume level flight back toward home; the salt lake is just on the limits of visibility. I fly right over the spot where I had noted the thermal; nothing. At 2,700' I strike another, just as strong, and take it to four. Gee, this is marvellous; I spot a dust devil 10 km ahead, and flying at 70 knots arrive there in no time; back to four, I set off again; two more thermals, and I am level with Diamond Lake; a quick check of Tim's final glide table and I've got final glide.

At three thousand I strike the best lift yet; eight knots. Since I can already make it home, I think "Why not?" and take it to five. The airfield now in sight, only about 7 km away, I scream off at maximum rough air speed and arrive over the field very quickly at 2,300'. Half a dozen tight turns (30 degrees plus), and a quick spin (according to observers, about eight turns - I didn't bother to count) and I'm down to circuit height. A fairly neat circuit followed by a shocking landing (all three of them) and I'm back. Russell caught my wing before it touched the ground.

The time is about four o'clock; my average speed from launch to Rhyne was all of about 28 kph, and from Rhyne to home about 83 kph, in spite of the extra thermal I took.

Silver C distance at last!

Footnote: The town in the photograph taken at the turnpoint is Auburn, not Rhyne

WORK AT DON'S SHED

Work has been progressing apace at Don's shed at Vale Park. We have had between two and five people working as many as five hours a night on the Bergfalke, and were rewarded for our efforts when the beast went back into service on Sat., 17/2, with a repaired skid, rewelded control rod supports, refabricated underside (does anyone know exactly how to spell "refabricated"? - it's not in my dictionary), and a bit of extra decoration on the fuselage.

At the last club meeting (held in Don's Shed), the new truck was brought into the shed, and the tray removed for sale. We will probably replace the damaged fan and window within a month. It is also understood that it was not Mark's fault about Don's drill.

Redmond has also met with some success in removing the dope stains from the floor. We are undecided as to what to do about the air conditioner. The truck tray was sold for \$140.

The Bocian wings have been moved into the shed now, and any unskilled labour (or even skilled labour) would be greatly appreciated; the first task is removing all the paint from the wings. If you feel guilty about not working on the Bergfalke, or if you find that you have some time to spare, working times are as follows:

