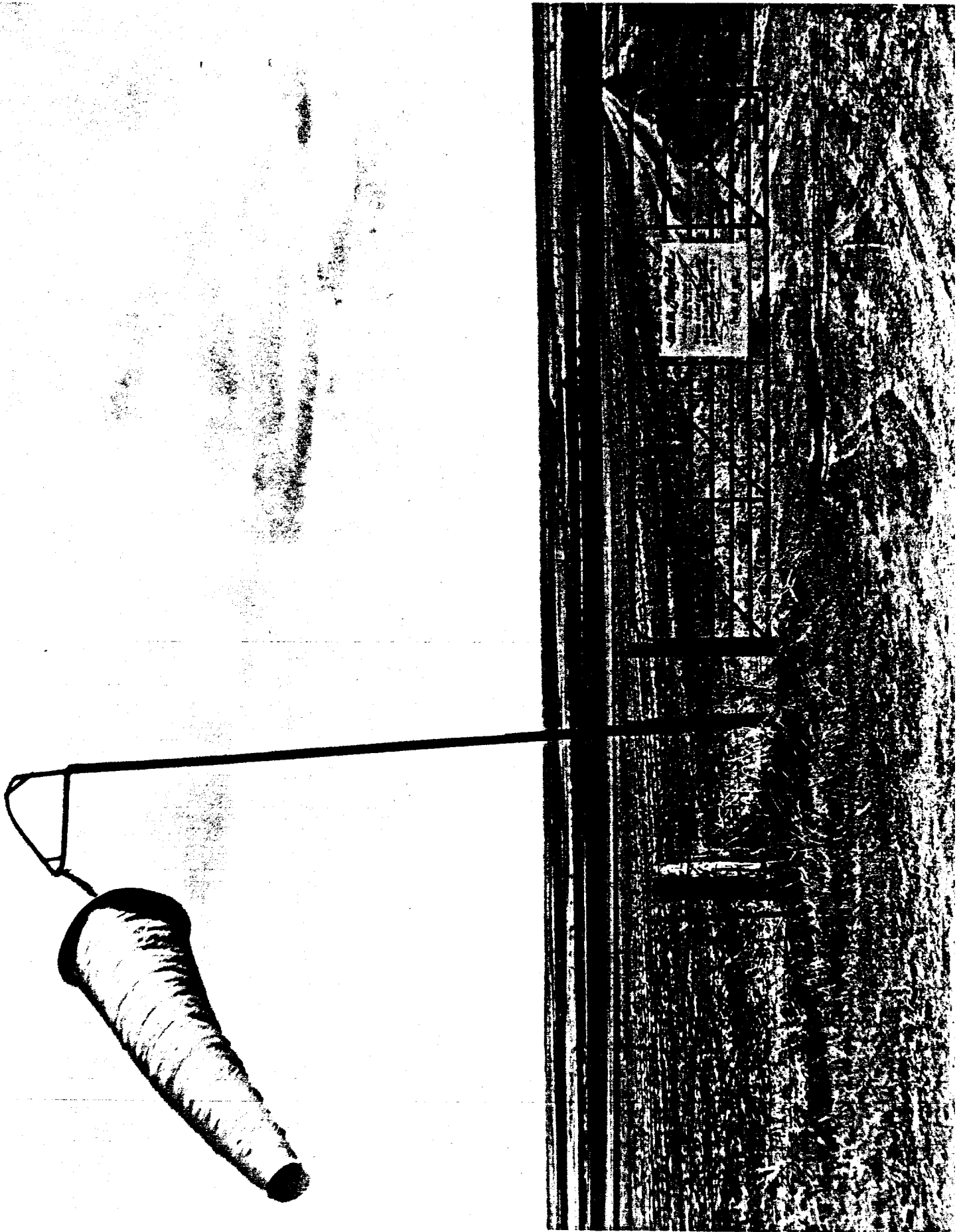


# Uni Gliding

September 1984

Volume 9 Number 8

**Official Journal Of The Adelaide University Gliding Club.**



EDITORIAL  
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Well, here I am again, at last. I'm sorry that this newsletter is coming out a bit late (like about 3 weeks late) but I took some time off for such minor things as exams, etc.

Anyway, the important thing is that the newsletter is out at last.

A lot has been happening since the last newsletter appeared (and that's not just because that was so long ago). The ridge season has struck at last, and is probably nearly over now, so if you want to have a taste of ridge soaring, you had better come up soon, while the westerlies are holding. (There has been ridge on every flying day for the past five or six weeks - sometimes to heights of nearly two thousand feet). Members from other clubs are reminded that we are always delighted to see other gliders visiting our airfield, especially on ridge days.

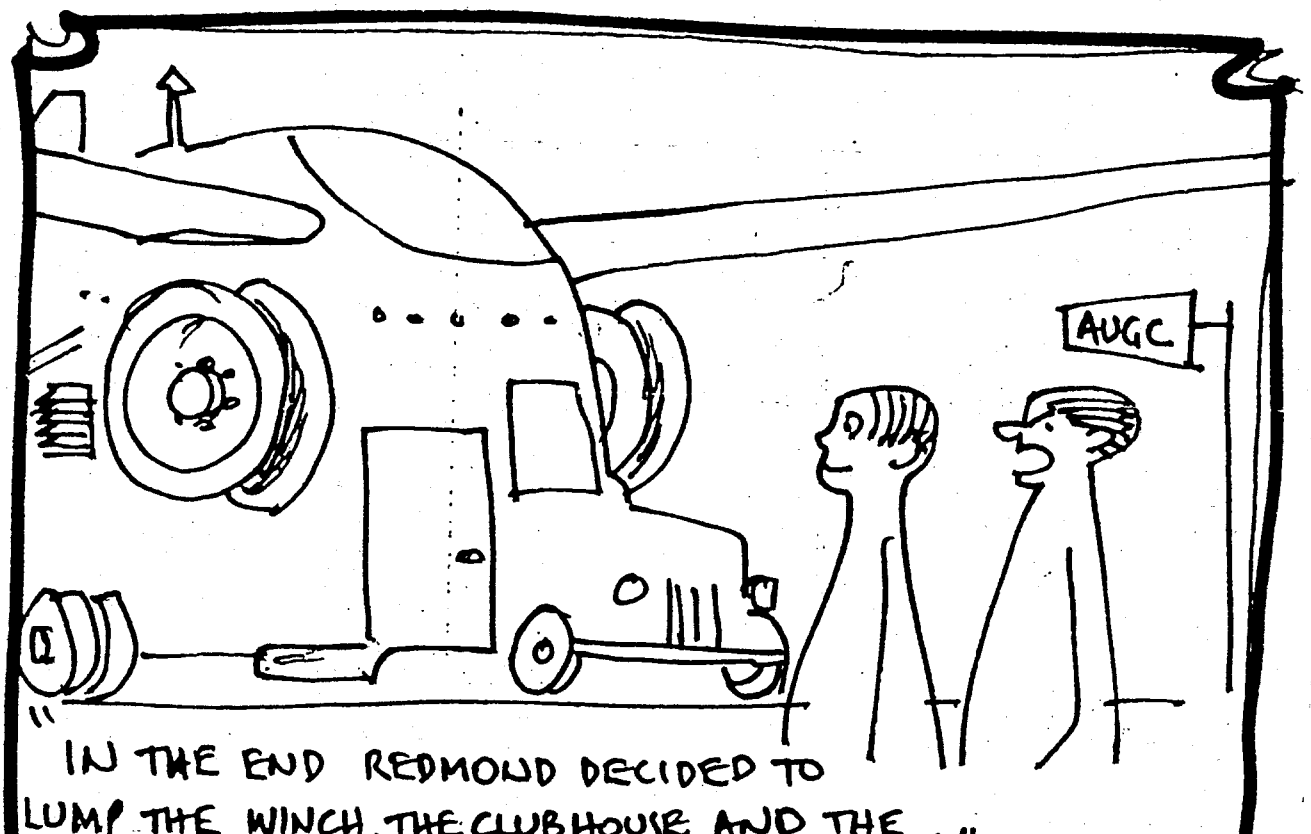
Welding has begun on Redmond's new Winch, with the sub-frame well under way. One of the wings of the Bocian has been finished, and both have been moved to some Sports Association sheds on the playing fields at West Beach, near the airport, while Mark Forster does the C of A on his Foka at Don's Shed. Work will now continue at Don's Shed on the ailerons and elevator.

The State Sports and Two Seater Competition is to be held at our airfield in January, so would anyone who is interested in helping out please contact any member of the executive. We are also calling for help from other clubs.

I hate to have to mention it, but I still have received next to nothing to print in the newsletter, so could you all please hurry up and write something for the next one, due out in two or three weeks, or I will have to start killing people.

Andrew

Front cover - This is the sort of weather we've been having lately at Lochiel; photo by Neil Boroky.



## NEXT GENERAL MEETING

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The next general meeting is to be held in the "LITTLE THEATRE" (NOT the Portus Room, and NOT the Cinema) on the ground level of Union House, at 7.30 p.m. on Wednesday, 7th October. This meeting will include, after a brief business section, an introduction to

## CROSS COUNTRY FLYING

that will take the form of a lecture and discussion section, with the handing out of a set of notes. All are welcome. Tea, coffee and biscuits will be provided.

## PRESIDENT'S REPORT

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Surprise, surprise - yes, I do still exist - and much has happened during my silence.

Flying training has been progressing well with Bob McKenney David Conway and Mark Raftery converted to the Ka6.

Congratulations should also be extended to both Dennis Medlow and Tim Parish who successfully attended the assistant instructors course at Port Augusta in August. Two new assistant instructors gives a much needed boost to our depleted instructors panel. Flying has only continued due to a dedicated commitment from Guy Harley, Tom Nemeth, Redmond Quinn and Mike Barnden for which we are extremely grateful. With the possibility of two more assistant instructor positions being available at another course in December, the club may soon find itself in a more respectable position.

A critical shortage of qualified ground engineers appears to be our greatest obstacle. Our only option for the approaching Bergfalke annual inspection seems to be a professional job - something the club can ill afford to spend money on. Little relief appears likely in the near future.

The same lack of ground engineering is stifling efforts to return the Bocian to service. The unique problem of the University Gliding Club seems to be too many indians and insufficient chiefs. We desperately require an experienced airworthiness engineer to supervise and oversee our fabricing and wood repair operations.

The efforts of several individuals should also be noted. Those being David Conway, Redmond Quinn and Dick Temple. Many others give many hours of their time unmentioned and basically unthanked - so thankyou.

Several excellent flying days have been recently recorded giving a boost to morale. With Westerlies being commonplace at this time of year, the benefit of our ridge site is very apparent. Hour long soaring flights are satisfying both the desires of experienced and ab-initio pilots. Several days have seen the aircraft airborne for five hours each, earning much needed money.

Following discussions at our last club meeting it was decided to accept the offer of holding a four day competition in January as the State Sports Class Competition. The decision was strictly conditional on aid being received from outside people more experienced in holding competitions.

Nick Abbott. (AUGC President).

## A Couple of Weekends at Port Augusta.

On Friday, the 3rd. of August, a certain Pulsar with two AUGC pilots on board made its way from Adelaide to Port Augusta. The next day, the said Pulsar pulled up at the site of the Port Augusta Gliding Club. The two pilots got out and wandered around the hanger, inspecting the club's equipment and thinking about how the day's operations would go. The hanged fleet consisted of a de-rigged Standard Cirrus, a Standard Astir, two Blaniks, a Cessna (not a tug) and a Super Cub. No, the AUGC has not just suffered the defection of two members (gasp! Is that possible??) - SAGA was running its next Assistant Instructor's Course, and the two (slightly apprehensive) pilots were Dennis Medlow and myself, Tim Parish. There were three other pilots on the course, who, naturally enough, were from the Port Augusta club.

The ensuing weekend, and the one after that, was something of an eye-opener. Although it was 'not all that horrific', as Redmond had promised, we discovered that an Instructor is anything but idle ('sit back and enjoy the free flying' etc.) when carrying out the job properly. The staff instructors kept us on our toes during the flying sessions, and impressed us with their friendly manner, obvious experience and ability in the art of instruction. By the final day, Dennis and I had begun to feel more comfortable with talking, and flying to our usual standard (?!!) at the same time. (Don't say it's easy until you've tried it!)

Half the course was devoted to lectures, briefing demo's, discussion etc. which, more often than not, turned out to be quite interesting. We had to do a lecture each, as well, to demonstrate that we were not entirely hopeless at the task. (Look out in future general meetings!)

At the final session in the club rooms, the staff instructors broke the news - they were pleased with us (all the trainees) generally, and gave us all our ratings.

In our new capacity, Dennis and I intend to help ease the load on our presently small pool of instructors, although as Assistant Instructors, we are not authorized to run days on our own. Students will, for a short time, be deprived of the thrill of conducting a take-off and launch with Dennis or myself in the back seat since we are not presently authorized to instruct during winch launching - there was no winching at Port Augusta. A couple of check rides (for us, that is) with the Assistant RTO-Ops, in the near future, will fix that.

So that's what happened up there at Port Augusta - see you up at Lochell!

Tim Parish

VINTAGE GLIDER ASSOCIATION OF AUSTRALIA

RALLY 84 WAIKERIE S.A. 27-28th OCTOBER

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Waikerie, as the **Host Club**, has made available its expertise and modern facilities so that the 27-28th October are 'priority days' for Vintage Activities.

Aero Tow and Winch Launches are available, and all ingoing and outgoing aircraft will be monitored to suit the Gliding Programme.

No effort is being spared to make all Visitors welcome and some aircraft may have hangar accommodation according to Type priority,

Many early, dedicated Members of the Gliding Fraternity have been invited, and most are expected to attend along with many old famous gliders. Waikerie Airfield will experience the post-war years again for a brief weekend.

It is intended to slot in a usual brief Annual General Meeting, and the Election of Officers, and a Celebration Dinner on Saturday evening with a show of old films for those interested.

Ample Accommodation is available at the site, along with all facilities from family units, to single room and dormitory accommodation.

All Members and Visitors wishing to avail themselves of these facilities should write at the earliest opportunity so that we may assist to make their requirements available.

The Flying programme will be organised for Competitors according to the Met conditions prevailing, and prizes will be awarded for the events. All Members are requested to bring along old log books, films, Cobb Slaters or photos, etc., for they are always a highlight of the weekend.

Your Association is growing steadily and its members are responsible for many old aircraft being kept in Mint condition, therefore we look forward to your continued support and enthusiasm to make Rally '84 the success you deserve.

THE VINTAGE GLIDER ASSOCIATION OF AUSTRALIA

Sponsored by  
THE WAIKERIE GLIDING CLUB in Association  
with THE SCOUT FLYING CLUB

Ban Ko Noi  
13 Aug 84

Dear AUGC

'OK, so you sucked me in over the shed - I had fears of bits all over the place. Now I had better admit I lied about the thermals here reducing my weight by half when they went through. However they are pretty strong as one passed over the flat flood plain the other day and now we have a row of small hills here!

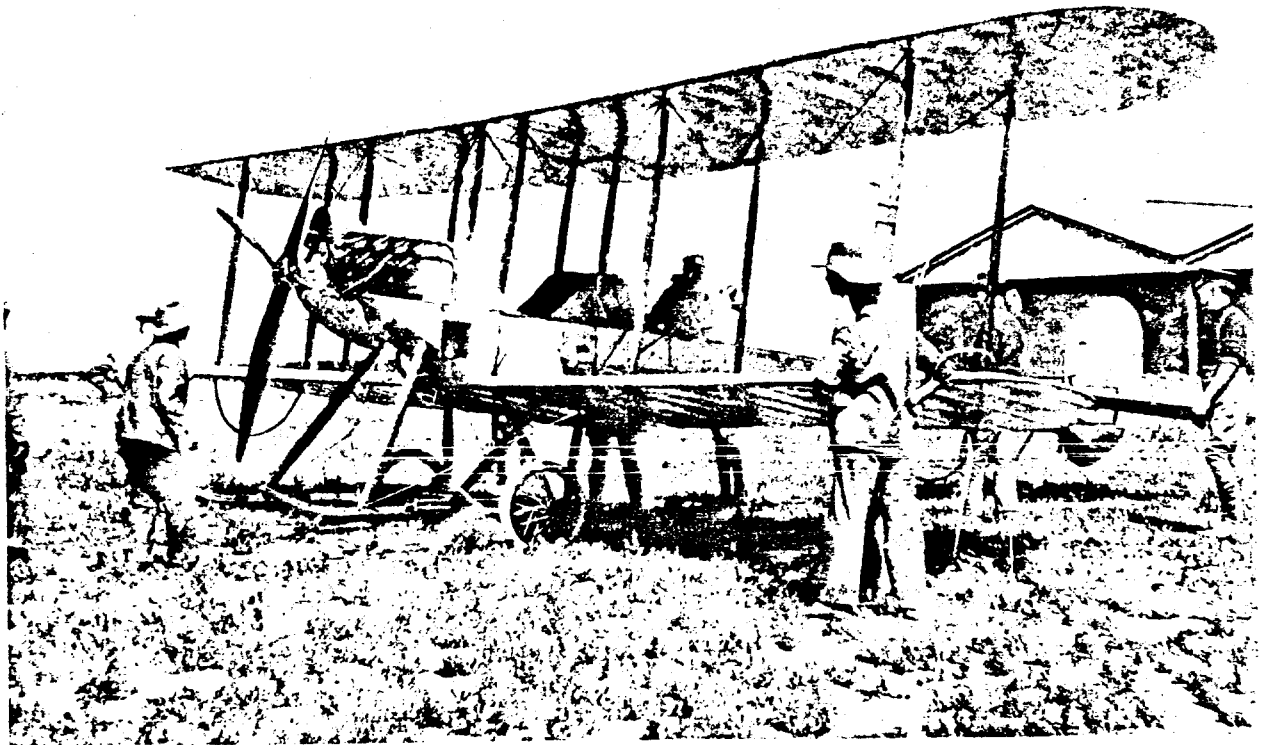
By the way the Thai word for thermal is "lom bar moo", "crazy pig wind", which is amazing considering the Thais don't even know Mark!

Bill Hayden dropped in (literally in 3 helicopters) last week with a large party of ministers & ambassadors, for a chat and a look about. We were very privileged, especially as we got a ride up to Sukhothai for lunch.

The project (Thai Ceramics Archaeological P.) goes well, earth shattering discoveries (subtle pun). I have been practising my flying using some of the giant insects up here, so save me a flight for November.

Memories,  
Don Hein.

# The good olde days . . .



The following monthly summary of accidents was taken from the December 1917 records of the Royal Flying Corps.

## Avoidable accidents

There were six avoidable accidents:

1. The pilot of a Shorthorn, with over seven hours experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible, as recommended in the Aviation Pocket Handbook.
2. A BE2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signalling to the gunners.
3. Another pilot in a BE2 failed to get airborne. By error of judgment he was attempting to fly at mid-day instead of during the recommended best lift periods, i.e. just after dawn and just before sunset.
4. A Longhorn pilot lost control and crashed in a bog near Chipping Sodbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 mph

5. Whilst low flying in a Shorthorn the pilot crashed into the top deck of a horse-drawn bus, near Stonehenge.
6. A BE2 pilot was seen to be attempting a *banked* turn at a *constant* height before he crashed. A grave error by an experienced pilot.

## Unavoidable accidents

There were 29 unavoidable accidents.

1. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.
2. 16 BE2s and nine Shorthorns had complete engine failures. A marked improvement over November's figures.
3. Pigeons destroyed a Camel and two Longhorns after mid-air strikes.

## Cost of accidents

Accidents during the last three months of 1917 cost £317-10-6: money down the drain and sufficient to buy *new gaiters and spurs* for each and every pilot and observer in the Service ●