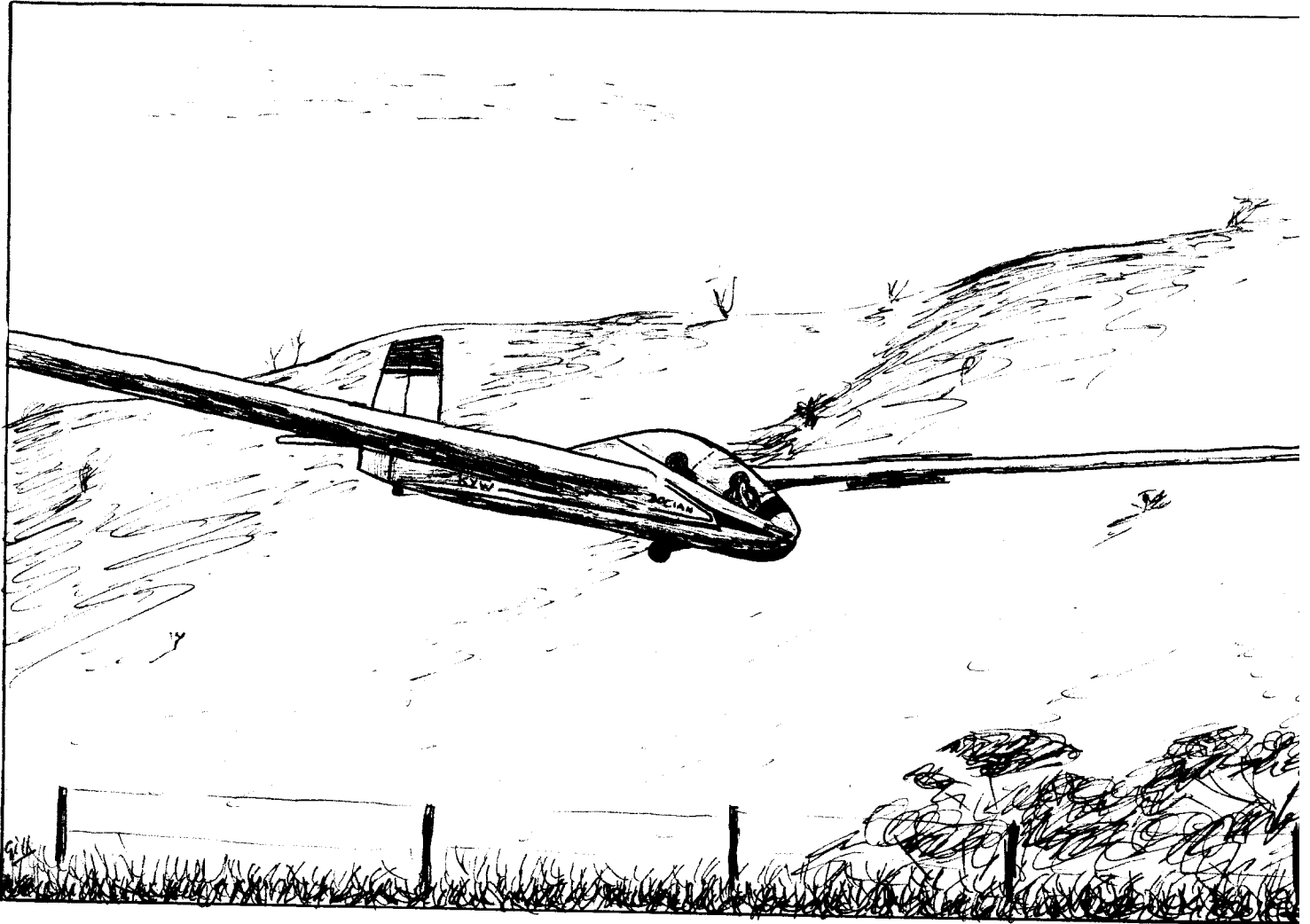


Uni Gliding

A publication of the Adelaide University Gliding Club Inc.

March 1986



AUGC Annual - Uni Gliding March 1986

Uni Gliding is published by the Adelaide University Gliding Club Inc.

Edited by Dennis Medlow & Neil Boroky.

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The assistance of many members of the club for their contributions and assistance in production is gratefully acknowledged.

10 Years Of Flight 1975-85

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The Ever Present Editorial

The great steam roller of time rolls forward, and we find ourselves faced with the prospect of yet another Annual General Meeting. It is a time of reflection, where we can look back over our accomplishments for the year and ask ourselves the perennial question, 'Was it really worth it?'.

For this particular newsletter editor, the answer to that question is a resounding 'maybe'. Throughout the past year I have tried to produce a publication that both informs & entertains, at a price the club can afford and an acceptable level of quality. Unfortunately there have not been as many issues as I would have liked (with the result of this magazine being known as the 'bi-monthly newsletter') nor did the production of the 'Annual' occur. Whilst I can accept part of the blame for these events, the members of the club should realise that for a successful publication there must be sufficient input from the club to sustain it. I must thank those people that did write articles for the Annual, their contributions are printed herein, but as there was not sufficient material on the proper themes, this issue is a standard one for Uni Gliding.

The production of a good quality newsletter requires a fair amount of editorial time & effort, if I have been unable to satisfy certain club members as to my contributions, then I look forward to their election as Editor next year. It is well within the resources of our club to produce a good quality newsletter for ten months of the year, I hope that 1986/87 will demonstrate that.

Dennis Medlow
March 1986.

Next General Meeting

Annual General Meeting

The next meeting of the club on April 2, 1986 will be the Annual General Meeting. The purpose of this meeting will be to hear the reports of the Executive, and elect the new officers for the coming year. All new members are encouraged to attend and stand for office (it has been proved time & time again that no experience is required for most positions).

The meeting will commence at 7:30 pm in the Jerry Portus Room, Adelaide University Union.

EVERYONE WHO'S ANYONE WILL BE THERE; you too can join the excitement of the events such as :

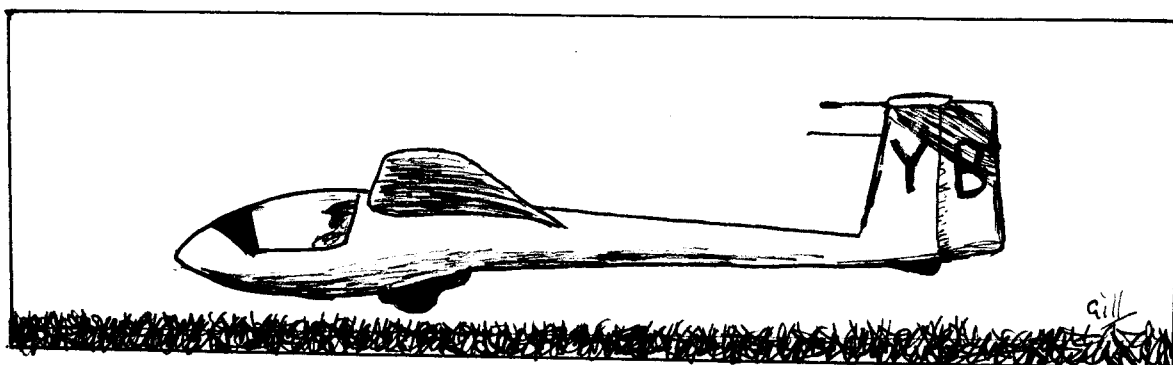
Andrew McGrath balances the winch on his nose!
David Conway shows how to launch a glider with his eyes shut!
Tim Parish demonstrates how to do a loop without using a glider!

... and much more.

ClubHouse News

AT LAST !!! After years of waiting the clubhouse finally has a working loo !!! This remarkable achievement was performed under the strict guidance & supervision of David Conway (Hon. Sewerage Engineer) with the help of several hard-working members. The next project will be the completion of the shower cubicle.

In order to commemerate this auspicious occasssion, David has prepared a documentary on the building of the system which he has titled "From Adelaide Supermarket to Lochiel Sewer - A Tragic Story Of Human Waste", he has indicated that he will be happy to personally autograph copies at the next meeting. Copies are available in the clubhouse in case the toilet paper runs out.



Bocian Weight Placard

The weight placard for the Bocian is reproduced below for the benefit of members who do not know whether they require ballast in the aircraft.

NOTE: THESE WEIGHTS APPLY ONLY TO THE BOCIAN (VH-KYW), SEE AN INSTRUCTOR IF YOU ARE NOT SURE WHETHER YOU NEED BALLAST.

Weights derived from last weight & ballast check on 27/12/85.

Solo Flight (from front seat only)

Minimum pilot weight	61 Kg	134 lb
Maximum pilot weight	110 Kg	242 lb

Dual Flight (with backseat pilot > 50 Kg)

Minimum front pilot weight	55 Kg	121 lb
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Dual Flight (with backseat pilot < 50 Kg)

Minimum front pilot weight	61 Kg	134 lb
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Maximum Weight

Includes pilots, parachutes & equipment	194 Kg	427 lb
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Is It Safe?

By Dick Temple

When asked if they would like to have a flight in a glider, many people express doubts about flying in an aircraft without a motor. Yet gliding is actually a very safe sport. Let's look at the major aspects of safety - the aircraft themselves & the people who fly them.

Aircraft Strength

Club gliders are all designed & built to exacting standards by professional organisations. Each new design is thoroughly tested including loading it to stresses way beyond those of normal flight. Many test flights are made to prove the ability of the glider to recover from unusual conditions. Most gliders are imported, so the Australian authorities must then be convinced of the safety of each new type before it is allowed to fly in this country. There is no need to doubt the inherent safety of the design.

Aircraft Maintenance

Any maintenance is done under the supervision of inspectors authorised by the Gliding Federation of Australia (GFA) who thoroughly check the work before allowing the aircraft to fly. Inspectors gain their authorisations by attending courses in theory & practice, and demonstrating their ability & responsibility.

Each aircraft undergoes an annual inspection, in which all components are checked, especially the flight control systems. Any components which cannot be adequately inspected externally are dismantled and reassembled. A comprehensive check list is used to make sure that nothing is forgotten. All moving parts are lubricated.

Every flying day, each aircraft has a check involving the airframe, flight controls, instruments, harnesses etc. This check usually takes 20 to 30 minutes, (does your car get treatment like this before you drive it?).

Pilots & Instruction

The instructors who take people on their initial flights, and are subsequently responsible for their training, are all pilots with considerable experience. All have at least 75 hours flying time (usually much more) and have passed courses run for instructors by GFA. Incidentally, they also know how to make your initial flights nice & gentle!

Should you decide to learn to fly, they will guide you through a series of graded exercises in dual controlled aircraft. If you make a mistake, they can correct it immediately, and avoid getting the aircraft into a dangerous situation. Ultimately, when they are sure of your ability to handle the aircraft, you will be allowed to fly solo, typically after about 10 hours of training. This first solo flight is an exhilarating experience bringing an enormous feeling of achievement. But training is still not over - there are many things yet to learn and club instructors continue to keep a watchful eye on progress.

THE ANNUAL GENERAL MEETING
OF THE ADELAIDE UNIVERSITY GLIDING CLUB INC.
WILL BE HELD IN THE UNION CINEMA
ON WEDNESDAY, 2ND APRIL, 1986 AT 7.30 P.M.

AGENDA

1. APOLOGIES
2. MINUTES OF THE PREVIOUS A.G.M.
3. BUSINESS ARISING FROM THE MINUTES
4. REPORTS
 - 4.1. President
 - 4.2. Secretary
 - 4.3. Treasurer
 - 4.4. Chairman of the Instructor's Panel
 - 4.5. Airworthiness Officer
 - 4.6. Any Other Reports
5. QUESTIONS
6. GENERAL BUSINESS
 - 6.1. Election of Officers
 - President
 - Secretary
 - Treasurer
 - Other 2 members of the Executive
 - Airworthiness Officer
 - Winch Officer
 - Newsletter Editor
 - 6.2. Any Other Business
7. DATE AND TIME OF NEXT MEETING

ADELAIDE UNIVERSITY GLIDING CLUB

MINUTES OF THE ANNUAL GENERAL MEETING
HELD IN THE UNION CINEMA AT 7.30 P.M.
ON WEDNESDAY, 3RD APRIL, 1985

1. APOLOGIES

T. Nemeth

2. PRESENT

N. Abbott, J. Sleight, M. Raftery, D. Conway, G. Harley, R. Quinn, D. Temple,
B. McKenney, D. Medlow, A. McGrath, P. Clarke, T. Parish, N. Boroky, A. Materne.

3. REPORTS

3.1. President

There has been a continuous year of flying with a twin-seater available for train throughout the year. The twenty yearly inspection due on the KA-6 last year prompted a decision to sell this and it was replaced by a Phoebus C (VH-G7B). As a result there was increased interest in cross country flying. The club successfully hosted the State Sports Class Competition as well as being represented in other competitions. The major problems remaining are the limited number of instructors and the ongoing maintenance of the Bocian. In the coming year, there should be more cross country flying encouraged, and an attempt made to visit other clubs and invite them to our airfield.

3.2. Secretary

The enthusiastic care of members helped our numerous projects to progress (the new winch, the clubhouse, the Bocian) and hopefully we can extend this group with some of the new trainees. This could be assisted by expanding our social activities beyond an Annual dinner and the meetings. The Secretary hopes that the interest in Executive meetings and the club operations continue at the high level seen over the last year.

3.3. Treasurer

The year has run quite well financially with an overall profit of \$2,700 (not a real loss as shown on the statement). The present status of the club is \$3,400 (Grant) and \$3,700 (Investment).

3.4. Chairman of the Instructor's Panel

There have been problems this year with instructor manpower. Don Hein, Dene Larwood and Andrew Sawyer all left the club and they all had independent instructor ratings. Redmond Quinn became a qualified flying instructor and Dennis Medlow and Tim Parish both became assistant instructors.

Mark Raftery, Jenni Sleight, Paul Clarke and Andy Bowan all went solo and Bob McKenney solo-ed.

Overall the year has been incident free which is good from an operational point of view.

3.5. Airworthiness

Although the Bergfalke had early problems with the skid and the tail it was good for the rest of the year. The single-seater first the KA-6 and then the Phoebus, produced no problems. The work on the Bocian is progressing but slowly with still major areas to be completed.

Six club members went to the Daily Inspection course and will be issued certificates soon.

Andrew Sawyer received a Certificate of Airworthiness rating and Dick Temple rec a component replacement rating.

3.6. Winch

There have been minor repairs (clutch and breaks) done during the year; other-wise it is running well.

4. GENERAL BUSINESS

4.1. Election of Officers

President:-

Nomination	Proposed/Seconded
Andrew McGrath	B. McKenney/D. Medlow
David Conway	N. Abbott /R. Quinn

Andrew McGrath was elected by ballot.

Secretary:-

Nomination	Proposed/Seconded
Neil Boroky	declined
Jenni Sleigh	declined
Bob McKenney	N. Abbott/D. Temple
Tim Parish	R. Quinn /N. Boroky
David Conway	declined

Bob McKenney was elected by ballot.

Treasurer:-

Nomination	Proposed/Seconded
Mark Raftery	J. Sleigh/D. Conway
David Conway	declined
Nicholas Abbott	declined
Paul Clarke	declined
Guy Harley	N. Abbott/N. Boroky

Mark Raftery was elected by ballot.

Fourth and Fifth members:-

Nomination	Proposed/Seconded
Guy Harley	R. Quinn/J. Sleigh
Gillian Yeo	R. Quinn/J. Sleigh
Jenni Sleigh	declined
Stephen Were	N. Abbott/M. Raftery
David Conway	N. Abbott/M. Raftery
Paul Clarke	D. Conway/T. Parish
Neil Boroky	D. Conway/T. Parish

Gillian Yeo and Guy Harley were elected by ballot.

Airworthiness:-

Nomination	Proposed/Seconded
Dick Temple	R. Quinn/D. Medlow

Dick Temple was elected unapposed.

Radio:-

Nomination	Proposed/Seconded
Neil Boroky	declined
Tom Nemeth	R. Quinn/T. Parish

Tom Nemeth was elected unapposed pending his acceptance.

Winch:-

Nomination	Proposed/Seconded
David Conway	J. Sleigh/D. Medlow
Neil Boroky	D. Conway/P. Clarke
Nicholas Abbott	declined

David Conway and Neil Boroky were elected as Joint Officers.

Newsletter Editor:-

Nomination	Proposed/Seconded
Dennis Medlow	G. Harley/T. Parish
Neil Boroky	N. Abbott/B. McKenney
Bob McKenney	declined
Nicholas Abbott	declined
Andy Rowan	A. Rowan/J. Sleigh

Dennis Medlow and Neil Boroky were elected as joint editors.

4.2. Other Business

RESOLUTION 1: THAT the meeting authorises Guy Harley to renegotiate all club loans with a view to reducing the club's commitments.

*GUY HARLEY/DENNIS MEDLOW
Carried*

RESOLUTION 2: THAT G.F.A. fees be subsidised at \$24 for full-time students.

*GUY HARLEY/NEIL BOROKY
Carried (14:2)*

The next general meeting is May 1st in Jerry Portus Room at 7.30 p.m.

Meeting closed at 9.15 p.m.

Cable Breaks

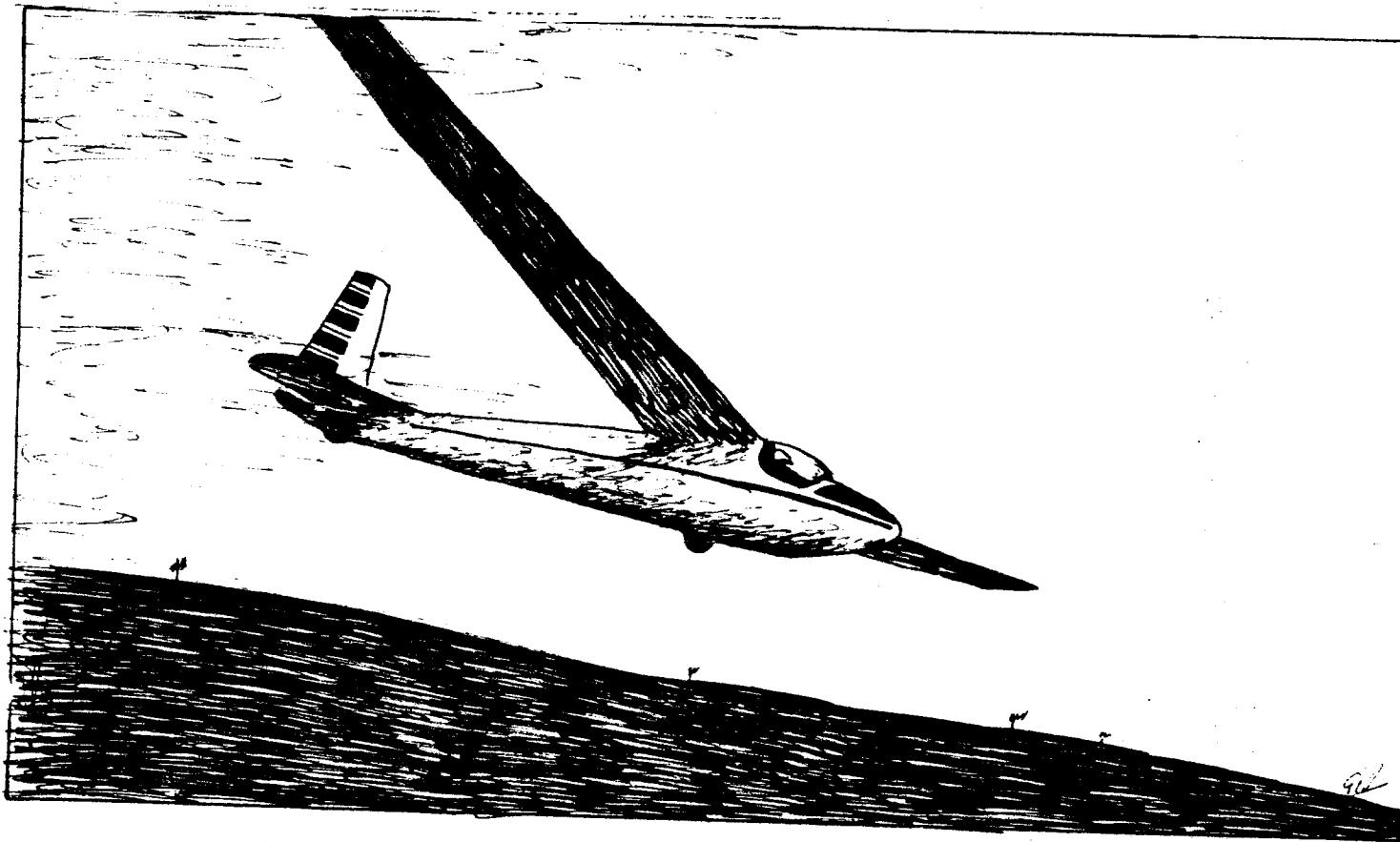
During winch launching, it is not uncommon for the towing cable to break. The pilot simply lowers the nose of the glider and brings it down for a landing, either straight ahead if the glider is low, or by turning back to the launch point if he/she is high enough. At any point in the launch, the pilot can safely land if the cable breaks.

Accidents

Despite all the care mentioned above, accidents can still happen, although they are very infrequent. In the whole of Australia, an average of about two people die each year as a result of gliding accidents, and a further four are seriously injured. Not bad when you consider that about 150 000 flights are made each year. (ED's note: but we won't be satisfied until the number of injuries & fatalities is zero.) In our club there is a saying that it is safer to fly at Lochiel than it is to drive there. Putting it another way - if you were to fly regularly for 250 years you would have a 10% chance of being killed! Nevertheless, GFA has a current program to improve standards & reduce the accident rate.

Summary

Gliding is thus much safer than people may suspect. The main reason for this is the control maintained by GFA on airworthiness & operations. Provided we all abide by the rules, it is extremely safe, so forget your worries, sit back & relax, and enjoy those first few flights !



Social Highlights Of 1985

By Gill Yeo

Although most of AUGC's activities in 1985 have been airborne, there have been a couple of exceptions. These include the Annual Dinner in July, and the End-Of-Academic-Year Party in December.

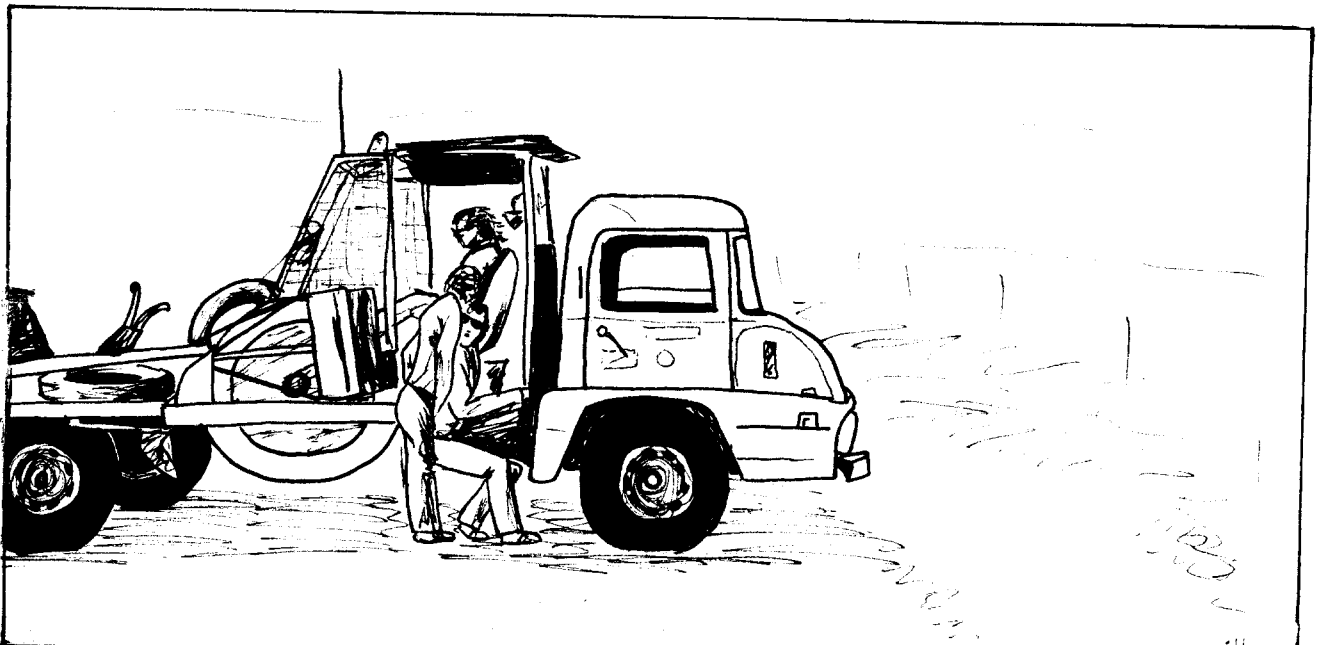
The venue for the Annual Dinner was the 'Pink Pig Wine Bar' in North Adelaide. All members ate, drank and were merry prior to the presentation of the Harley award for the Most Meritorious Flight. Not presented in 1984, this prestigious prize was awarded to Guy Harley for his 315 Km flight in the 1985 Nationals at Benalla.

Just prior to departing, members assured that the staff of the 'Pink Pig' would know that a gliding club had visited - they converted the paper menus into paper gliders. One certain President (who shall remain nameless) even planted an origami bird in one of the restaurants (fake) ferns !

December the 11th was the date for the End-Of-Academic-Year party held at Jenni Sleigh's residence. It too was not without its moments of hilarity. Decor consisted of model gliders and streamers, with the walls covered with 'historic' photos. A BBQ was supplied, and after that the Paper Glider Championships were held. Entries were in three classes : Duration contest, Aerobatics contest, & most Innovative Design. Contestants were given a sheet of paper and fifteen minutes in which to design and test fly their creations. The winner of the duration contest was unexpected - Tim Parish with "Flat Sheet Of Paper", beating an imaginative "Blowpipe" launcher. The only modification to this somewhat basic design was turned-up corners (perhaps to reduce wing-tip vortices ?). The winner of the aerobatics contest was predictable from pre-contest test-flight performance - "Tumbler" by Stephen Were.

The quest for most Innovative Design produced the most interesting, if not areodynamic, aircraft, including such masterpieces as Dick Temple's "Snowflake II" and Andrew McGrath's "Super Canard". However the winner by a mile was Paul Clarke's "Flying Frog".

The evening was also made memorable by the reappearance of erstwhile ex-treasurer Russell Norman from the depths of darkest Papua New Guinea, having been lost there previously for an indeterminate period. (Another victim of Andrew's long outlanding retrieves ?:ED)



Aircraft accident reports

SECOND QUARTER 1984

The following information has been extracted from accident data files maintained by the Bureau of Air Safety Investigation. The intent of publishing these reports is to make available information on Australian aircraft accidents from which the reader can gain an awareness of the circumstances and conditions which led to the occurrence.

At the time of publication many of the accidents are still under investigation and the information contained in those reports must be considered as preliminary in nature and possibly subject to amendment when the investigation is finalised.

Readers should note that the information is provided to promote aviation safety — in no case is it intended to imply blame or liability.

Note 1: All dates and times are local

Note 2: Injury classification abbreviations

C = Crew

P = Passengers

O = Others

N = Nil

F = Fatal

S = Serious

M = Minor

e.g. C1S, P2M means 1 crew member received serious injury and 2 passengers received minor injuries.

PRELIMINARY REPORTS (The following accidents are still under investigation)

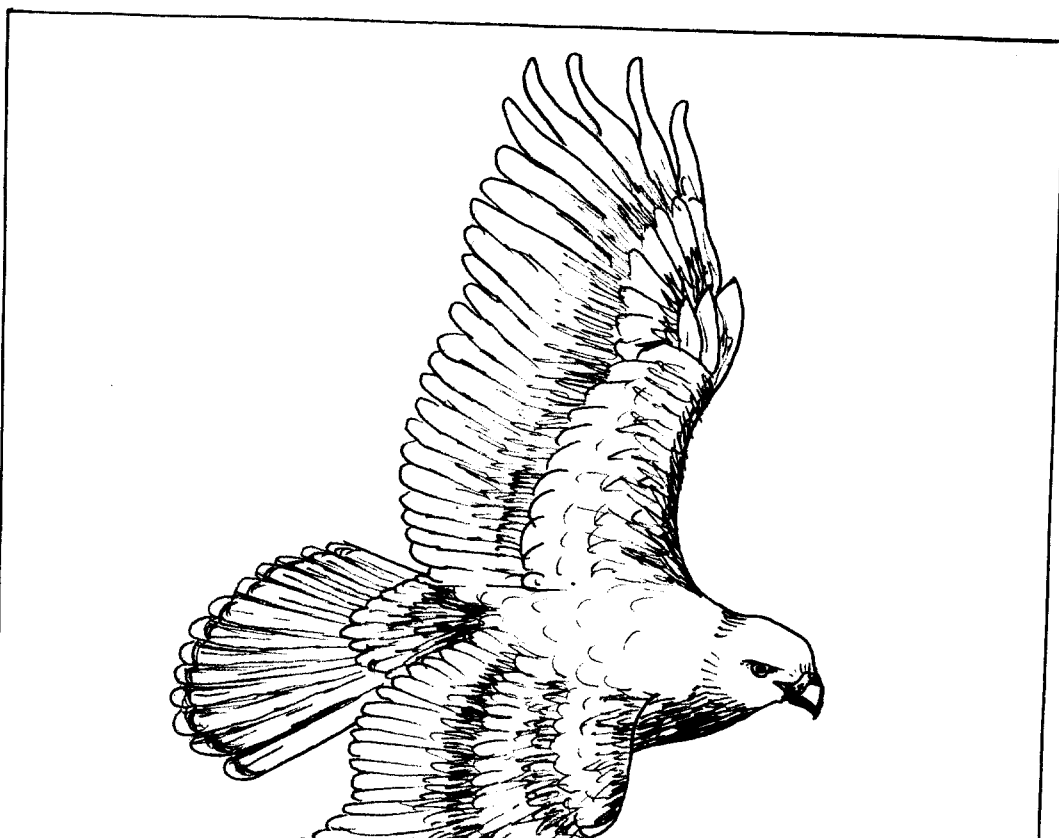
Date Time	Aircraft type & registration Location	Kind of flying Departure point/Destination	Injuries Record number
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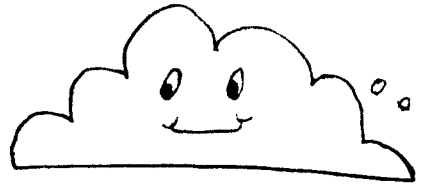
07 June 1320	Pilatus B4 VH-UIP Central Mangrove, NSW	Non-commercial—pleasure Cent. Mangrove, NSW/Cent. Mangrove, NSW	C1S 8421027
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The pilot was carrying out his third flight for the day when heavy sink was encountered near a small bushfire and an outlanding became necessary. During the approach, the pilot flew below a set of power lines and then attempted to climb over trees at the edge of the selected paddock. After passing over the trees, the aircraft was seen to descend steeply and strike the ground, crumpling the fuselage and damaging the wing attachment structure.

10 Jun 1200	Burkhart Astir CS VH-WUK Kimba, SA 30S	Non-commercial—pleasure Darke Peak, SA/Darke Peak, SA	C1N 8441019
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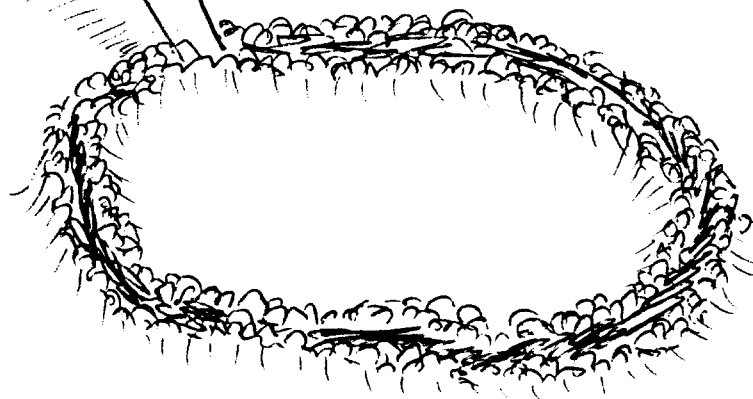
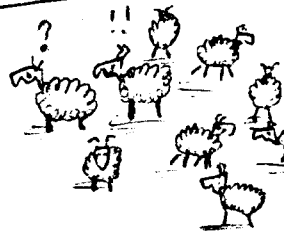
While ridge soaring at a low height and 50 knots, the pilot noticed a dead tree a short distance ahead. The glider mushed during the attempted pull-up, the left wing hit another tree and the glider turned through 90 degrees before colliding with the upward sloping ground.





IS THIS WHAT
KNOWN AS A
GROUND-LOOP?

The Back Page



SOMEONE OUGHT
TO TELL MARTIN TO
STOP THERMALLING
ON CIRCUIT!

#!!@#!

