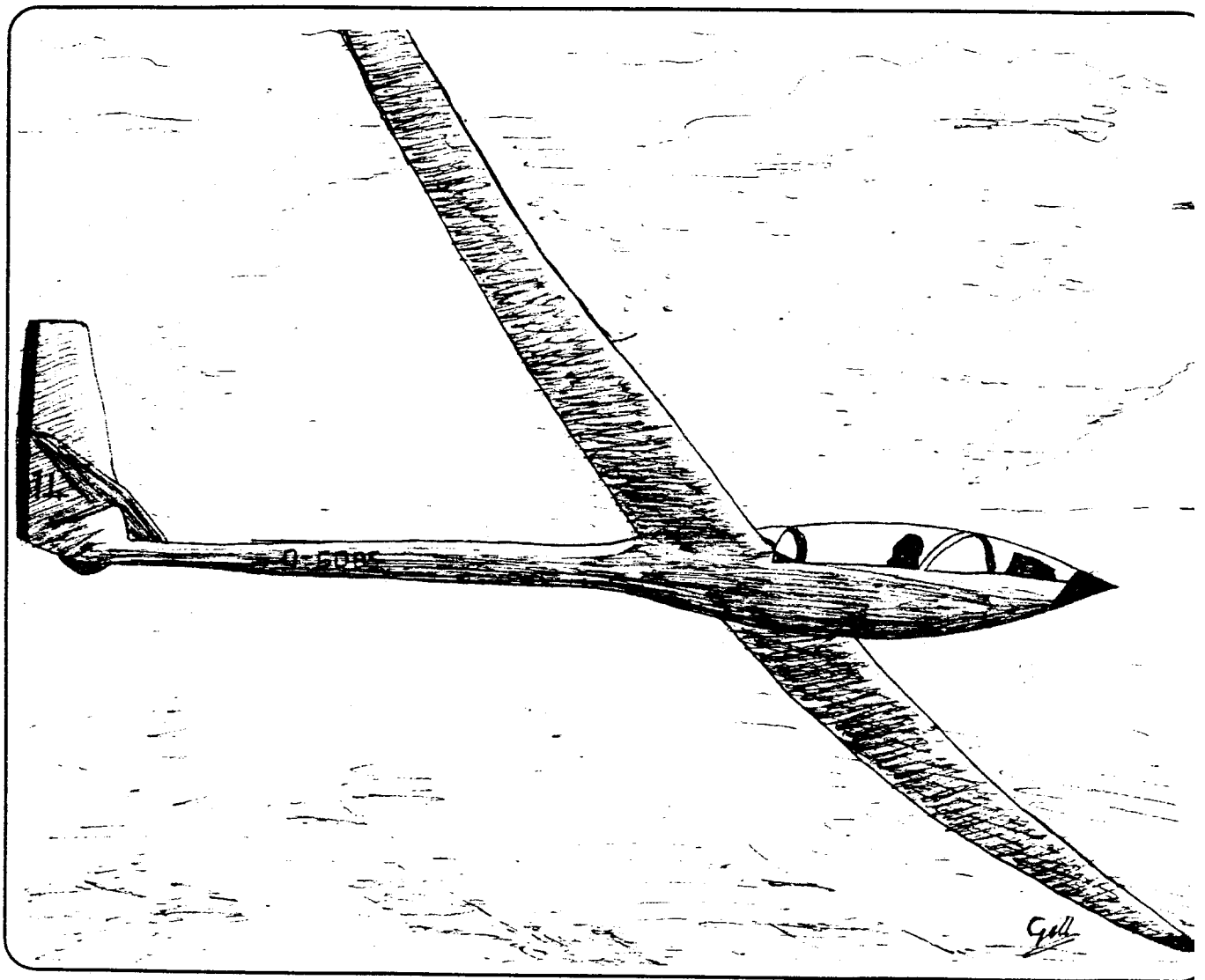


Uni Gliding

July 1986

A Publication of the Adelaide University Gliding Club
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VOL. II no. 5



In this Issue

The President's Report

Words of Wisdom from Your Editors

The Long Weekend Report

Words of wisdom from Your Editor

Here I am back in the editors chair, having just clawed my way out the examination room. Fortunately for the club, I survived this traumatic ordeal to write another edition of Uni Gliding.

What has been happening ? Well, the new winch is semi built and sitting at the rear of the hanger at Lochiel waiting for a diff to be modified for it. The old winch had a seizure (the transmission blew up) and as a result both the transmission and the V8 engine where replaced (don't ask me why both were replaced, I'm only the Newsletter Editor). Emilis's club , the Adelaide hills soaring club, came for the long weekend bringing a Blanik, Longwing Kookaburra and an Arrow. Flying days where held from Thursday till Monday everybody ate drank and had a great time flying our ridge as well as feasting after the sun went down at the nightly BBQ's.

Remember the unknown pilot from last month ? Well, perhaps we shouldn't have published his scratchings, as he has returned with vengeance. This is what accompanied his latest creation (its the politest word I could think of):

Greetings
From the Unknown Pilot.

AS of now my identity still remains
known only to myself.
The more astute of you will have realized
that the AUGC and the AHSG were honoured
by my presence at lochiel over the long weekend.
Naturally I also attended the meeting.

Come now, must I remain concealed from you
any longer?

Here is my entry for the caption contest;

G; "How was my circuit Reddy?"
R: "Dunno, I could'nt see a damned thing"

Look at the photo and you will understand why.

P.S. Don't you think the prize offered in the
competition to guess my identity is
a trifle unsavoury?

On the topic of caption contests, how about a few submissions (written). They have to be written because if you just tell me, it's ten to one that I'll forget them. Due to the dearth of entries, I will extend the deadline to the July General meeting. So remember " You've got to be in it to win it " plus think of all the fame and glory that go with winning!!

Fly Safely !

Gill

NEWS

**Congratulations go to
Tom Melvile
Our first new solo for 1986**

**Special thanks go to the following people for
significant contributions last month.**

Stephen Were New Assistant Instructor
Martyn Roberts Attending the Component replacement course
Redmond Quinn Attending the Component replacement course
Andrew Mc Grath and Denis Medlow for converting to the Discus at Gawler

Please note that all new members are encouraged to attend the DI lecture course to be held at Gawler on the 18th of July (see letter later on in this issue).

Phoebus back in July.

A Concern

We all know that at the end of a days gliding we all wish to go home as quickly as possible. And when putting the gliders away it is possible that we are there when a small insignificant piece of damage results from careless handling. In fact you may consider that the damage is insignificant, after all you don't wish to spoil a great day by telling every body that you have been a little careless. However just because you consider it unworthy of further attention *Please consider those who will be flying after you*. No matter what you damage or how seriously *Please notify the Instructor of any damage you discover as soon as possible*. In this way we can organise a repair team or replacement in such a manner that flying is not canceled.

Flying Quotes

"Secretaries: Takes everything down and never misses a period."

One executive meeting

"Try me and find Out !! "

Gill Yeo at the same Executive meeting

"He taught me how to instruct.

..he hopeless "

just before launch

Caption Contest

Gill: "Did the earth move for you Reddy."

Gill: "Oh. I think I sat on the stick."

CFI : "That wasn't the stick..."

ÉL PRESIDENTÉ REPORTS... (again..)

Well here I am again, under pain of death, writing yet another report. Apparently the presses are ready to roll out the next action packed episode of Uni Gliding! I can't wait to find out who guessed the true identity of the Unknown Pilot! I hope she's nice (no, not the Unknown Pilot ...) I wonder who the mysterious poet is? I'd better not say - I might have to kiss myself! Anyway, on to more serious things...

CONGRATULATIONS TO TOM MELVILLE,

who went solo in the Bergfalke a couple of weekends ago. Tom is the first of this year's trainees to go solo, and will soon be followed by a host of others.

Other notable events have also come to pass. After the V8 transmission passed away, the winch had a completely new (second hand) 318 (5.2 litre) engine and transmission installed to replace the former early model 273 (with very hard to find and expensive transmissions), in the hope that further breaks in transmission could be quickly rectified by our technician. Just to prove the point, the transmission promptly exploded the very next weekend (which just happened to be the long weekend Emilis and his crew visited). Fortunately, it waited until the afternoon of the last day. Just for good measure, we also had a flat tyre on the winch (the flat spare being in Adelaide). AND the front engine fan chopped a hole in the radiator AND we had electrical problems. Apart from that, the winch is 100% ! (groan...)

The Adelaide Hills Soaring Club visit was a great success. We had ridge all five days! Hold on while I ring Mark to find out some statistics.....

(ps please read Andrew's Long Weekend Report)

<u>DAY</u>	<u>LAUNCHES</u>	<u>LONGEST FLIGHT</u>	<u>TOTAL</u>
Thursday	16	ZM (R.Black,T.Parish, 39)	2hr22
Friday	13	KYW (M.Howells, 3hr4)	6hr40
Saturday	34	LZ (C.McDonald,Emilis, 1hr7)	9hr54
Sunday	17	TI (Barry W., 58)	8hr1
Monday	30	KYW (S.Were,G.Newcombe, 2hr16)	8hr7
		<u>TOTAL</u>	35hr4
		<u>LAUNCHES</u>	110
		<u>AVERAGE</u>	19min

Congratulations also to Steven were, who is now an assistant super-star. Also, Redmond and Martyn are now 'component replacement' rated. So, when you suddenly find your components replaced when you're not looking, you know who to blame. A word of warning: dont mention such words as fibreglass, gelcoat, isobutyl triphosphor triple bonded cyclohexamonamer decapeptane(in the liquid state) as these tend to invoke a somewhat detailed seminar on relativistic airworthiness. Also, the phrase 'Its not structural' (a mating call peculiar to AUGC) has been known to cause Redmond to pass out due to anoxia. (meanwhile everybody else suffers from hypoxia). Only joking guys - well done!

At last, the end of the page! See you flying,

DAVID CONWAY

HISTORY OF THE AUGC YEAR 3

The most significant event in 1978 was the building of the club hanger. It became apparent that this was necessary when the Bocian arrived, as although it was possible to squeeze the Bocian and the Kookaburra into the shed designed for the Kookaburra storage only, it was not easy. Another reason was that the hanger was privately owned and there was a slight problem with "wandering equipment". The project was started in April/May, when costings were discussed. In June the site was leveled and within a month after that, the site was compacted and foundations laid. By the end of September the hanger was complete.

In January Dr JF Harley donated a trophy to the club for the most Meritorious Cross Country flight. There were seven claims for it.

In February, Tony Kiek attended the Narromine National Comps with a Cirrus 75 and a crew of Paul Ferguson and Ray Lambe. He was delighted to find that he came in tenth overall in the sports class.

The club was represented at the Horsham Regatta by Guy Harley and Emilis in the privately owned Ka-6 "HA". Out of six days, Guy outlanded 3 times, turned back once, and came third once and second once.

On April 14-16th the club held its first regatta- The *Ratbag Regatta*. This was a regatta aimed at the inexperienced pilots, those with low performance gliders and those who just wanted to avoid the hassles of a fully fledged competition. Eight Gliders entered from all around the state, it was an unqualified success according to Emilis, who praised the "atmosphere", being suitably casual and informal.

Later in the same month, the SUPER WINCH was brought into operation (ie the same winch that is still in use today). Emilis also brought a Boomerang off Mildura Gliding Club.

With two winches operating (the Renmark winch and the Super Winch), "Competitive Winching" became a feature of the flying day with both winches vying for greatest efficiency. At one point they were doing 12 launches per hour! (is this a world record?)

While hangering the Arrow, a dent was put in the side, so many hours of labour were spent patching the fuselage in the shearers quarters. The tail was stuck out the back door, the nose out the front door apparently a sight that had to be seen to be believed!

When the Arrow was brought into commission, a scheme was introduced whereby pilots could book the aircraft for a day of cross country flying at a flat rate of \$10.

In October the Pie cart was introduced onto Lochiel after some fun and games towing the piecart from Adelaide. (Above 30mph the lid lifts!!)

Overheard one Lunchtime in December (Yes the Uni Club operates ALL YEAR)This conversation between two instructors:

DB: It was a beat day . You could ^{take} just them to the thermal and they could thermal easily. (to GH) My pupil was going up faster than your pupil.

GH: I was flying then, STUPID!

THE PILOT

He was of a race of men
Whom, since time immemorial
Have been inarticulate.

A type,
Who, through daily contact
With the elements
And the possibility of death
Had come to comprehend
Certain fundamental things.

Only in the air
Did he, the pilot
Have that feeling, knowledge and insight
To age him
Beyond his years.

Thus, only in the world above
Did he know he was a man.

Yet,
Not a man in the world of men.

For, soaring above the world
Things reveal themselves.

One sees the true face of the Earth
And often,
With a terrible beauty
The illusions by which
Men live.

All this and more
You behold
As if in a dream
Say, of all existence.

And upon awakening,
With what are we left?

The memories of an extraordinary power
Never to be deleted
Subsumed within by
A kind of epic grandeur
Known and understood
Only by those who have flown.

THE UNKNOWN PILOT

**Minutes Of The General Meeting
of the Adelaide University Gliding Club
On June 4th 1986 at the North Dining Rooms.**

Present: David Conway (President), Stephen Were (Secretary), Mark Raftery (Treasurer), Gill Yeo (Fourth member), Richard Black, Redmond Quinn (CFI), Dick Temple (Airworthiness), Dennis Medlow, Nick Spencer, Martyn Roberts, Barry Lenny, Martin Howells, Russel Norman, David Tegal, Tim Parish, Alois Vlack, Andrew McGrath, Paul Clarke

Apologies: Guy Harley , Lello Rositano
Meeting Opened 7:50 pm

The minutes of the previous meeting were signed - there was no business arising.

1. Presidents report.
Nothing to Report
2. Secretary's Report.
Nothing to Report
3. Treasurers report
The treasurer reported that there was very little money in the operating account. He requested that all members pay there accounts promptly.
4. CFI's report
There are new air space restrictions at the Gawler airfield new maps would be available . He reported that we had a new Assistant (David Conway) and a new QFI (Mark Raftery).

NOTE
→ ★
→ ★

Next Executive meeting 18/6/86 at the Were residence at 7:30 pm.

Next General Meeting 2th July in the Chapel 7:30 pm.

The August general meeting will be held in the Jerry Portus rooms.

Meeting close 8:20 pm

The meeting was followed by an aerodynamics lecture by Tim Parish.



Know Your Trainee

Due to the outstanding success of the article "Know Your Instructor", your ever helpful editors have a series of "Know Your ..." articles that will be presented in the next editions of Uni Gliding. The article that follows was produced after no consultation with anybody hence there are bound to be errors; the Editors welcome any comments :

The Acrophobic *Trainii Omigod Weresohighupi* This timid and vacillatory creature that gets sweaty palms when the word "Glider" is mentioned, and attempts to crawl under the seat and go into hibernation as the glider goes into full climb. This could be because the acceleration forces disorient and upset it's seasonal hibernation patterns. Very few *Trainii Omigod Weresohighupi* actually reach solo standard due to their frail and delicate constitutions, however those that do tend to have extremely long flights. This does not imply any great thermalling ability it is mainly due to the fact that they are so scared to land that their flights are so long. After a flight *Trainii Omigod Weresohighupi* place both hands on runway and proceed to kiss the ground. Generally *Trainii Omigod Weresohighupi* are not Engineers.

The Cowboy/Cowperson *Trainii SillyBuggarous* This species has the distinctive characteristic of trying to mimic anything it sees. Although it tends to be selective in what it mimics, ie perfect circuits are not seen as often as other aerobatic manoeuvres. Most of the behavior it copies comes from *Instruckii Whoopee* (if both are in a glider together *Watch Out !*). However unlike *Instruckii Whoopee* they only have 0.8 lives and find a limit to what they can accomplish in their life before they attempt outside loops with a flick rollout at 50 feet above ground level.

The Natural *Trainii Genius* This species generates delight in Instructors and disgust in other Trainees. Even on the ground before their first flight they have mastered aerodynamic theory then then proceed to learn the preflight check and circuit theory while strapping in. When it first grabs the stick in flight they hold it with two fingers and proceed to execute perfectly coordinated turns. By their third flight they are practicing circuits and are about to go solo by the time they have logged 4 hours.

The Unnatural or Slow Learner *Trainii Moroni* In comparison with the Natural the slow learner generates disgust in Instructors and mirth in other trainees. Although very keen and dedicated (it flies at every opportunity), it does not grasp concepts easily (some instructors claim to be able to teach bricks to fly quicker and easier although we have yet to see a flying brick...) typically it takes 15 flights before it understands what "aileron" means and another 10 flights before they understand what they do. After 5 years of training they are sent solo by an Instructor who is fed up and has started to train bricks. The reasoning behind this is that they have approx 100 hours and what they don't know they will learn very quickly on their first solo flight.

The Trainee *Trainii Ordinari* This is the majority of trainees that can be found washing wings on every gliding field at 9:00am. They are keen to learn and eventually learn in a couple of days what flying is all about. Although they require over 7 hours flying before they go solo they enjoy every flight they have because they learn something new every flight. When they go solo they hold the stick with 1.5 hands and proceed to fly a nervous but perfect circuit.

FLYING DURING THE HOLIDAYS

A visit from the Adelaide Hills Soaring Group.

On one cold Thursday morning a couple of weeks back, a small but enthusiastic rabble of cold glider pilots, instructors and trainees assembled at the usual Golden Fleece service station at Bolivar, just as the sun would have been climbing free of the horizon were it not for the dismal overcast. The journey to distant Lochiel was about to commence, and with it the first organized training camp and club visit of 1986.

Soon after nine that morning, the convoy rolled through the airfield gates, and commenced the initial flurry of activity usual of setting up a gliding operation; making coffee, getting the winch out and fuelled, making coffee, getting the aircraft out, making coffee, D.I.'ing the aircraft, making coffee, and so on. After exhausting the coffee supply, operations proper could commence...

The first two days of the camp (Thursday 5/6/86, and Friday 6/6) were really just warming up for the weekend. In between training the various pupils on field, the clubhouse got a good cleanout, the nearby farmer's shearers' quarters were cleaned and made ready, the new (as of the week before) winch engine was given a thorough testing, the radio communications system broke down utterly, and of course we had to check that both of our two seaters were still capable of spending several hours ridge soaring (this had the dual purpose of 'warming up' the ridge for the visitors). Thursday night was also used to check the barbeque (but Our Illustrious Treasurer had let us down by neglecting to provide any booze...).

Friday night, just as the barbie was winding down, after another nearperfect day of ridge soaring and winch destruction (the winch had put a fan blade through the radiator), the weekend contingent began to arrive in the form of some of the Adelaide Hills Soaring Group, including Hugh (with Blanik in tow) and Emilis (Kookaburra behind). Later that night, the first indications of the soon to follow tent city began to appear in the darkness on the sandhill behind the clubhouse, and the last of the beds at the shearers' quarters were taken.

Saturday dawned to the excited activity of Kookaburra and Blanik rigging, with the distant sounds of winch repair (a tube of five minute araldite seemed to solve the problem of the radiator with the fan-related injury). However it wasn't long before this was replaced by the roar of the almost muffler-less V8 hauling gliders one after the other into the morning air.

Before long, another glider appeared on field, the Boomerang, towed by Geoff and co. This brought the total number of aircraft on field to five; our Bergfalke and Bocian, and AHSG's Blanik, Kookaburra and Boomerang (our Phoebus was sitting in its trailer at Gawler, awaiting a new harness, etc.).

Soon the ridge began to work, slowly at first, but improving as the day went on; not bad going, really, since we had only given the Weather Bureau a couple of weeks notice for the Westerlies. By evening, a well satisfied mingling of pilots and associated hangers-on were well ready for the bonfire and barbeque in front of the clubhouse (running till approximately Too Late...). Our treasurer inflicted lack of booze had to be remedied by car-loads to the local pub (but that's no excuse, Mark.). The tent city had by now grown to almost caravan park proportions, and the last of the sleeping space (beds, on tables, under tables) at the shearer's quarters was claimed.

After fighting the queue for the shower Sunday morning, and discovering to our immense surprise that the winch didn't need repairing, the gliders were labourously towed out to the strip, the boomerang was rigged, and a couple of gliders were hurled into the sky for quick circuits before the rain. The Boomerang was derigged, the gliders were towed back to the hangar, the kookaburra was derigged, and everyone moved into the clubhouse to better observe the rain. Eventually, however, the seemingly never-ending series of showers did come to an end, and, what's more, the wind was from the West. So out with the gliders, more rigging, and more ridge soaring. In spite of the shortened available flying day, most people got to fly the ridge. Too soon, however, darkness descended, and the barbie, the bonfire, the booze and the arguments, jokes and long involved discussions about film speeds and shutter times roared into life. This session also ran until Too Late, (though this Too Late was not, of course, quite as late as the Too Late of the night before...). Naturally, a whole heap more pilots had oozed out of the ground by now, so all of the remaining floor space at the shearers' quarters was pressed into service providing support for numerous sleeping bodies (there had been over thirty-five people on field that day!).

Monday morning entered our consciousness somewhat later than had the previous mornings, but nonetheless it was soon after nine that the Mean Machine speed winching team, led by the intrepid Graeme and his highly trained stunt-drivers and cable untanglers, swung into action launching gliders tirelessly into circuits throughout the morning. Suddenly the ridge was working again, and we were all treated to a series of displays of various gliders failing to hit trees. Unfortunately, because of the long haul facing them, the AHSG contingent was forced to hangar fly early in the day

to derig and trailer home. Perhaps fortunately - the winch chose this particular moment to die (immediately after the last launch of the Blanik; during the next launch of the Bergfalke it continually decided it would like to be in a lower gear...).

So a leisurely afternoon of packing up was enjoyed by all remaining, followed by the last of the weekend's barbies, this time mainly to use up all the leftovers (nothing to do with enjoying ourselves, of course). Luckily, everybody was starting back at work on Tuesday, so we were all looking forward to a big sleep in...

All in all, a very successful and enjoyable camp, made all the more so by the flawless functioning of the winch for a whole two and a half days, but mostly because of the friendly and relaxed atmosphere that gliding is made of. We could have had the camp without the ridge soaring and the generally perfect weather we enjoyed, but not without the people. I'm sure the times we will all remember of the camp will not be the flying, but those barbeques.

(P.S. ; the winch gearbox was still in warrantee, and the wreckers changed it over without problem.)

AIRCRAFT STATISTICS FOR 1986

GLIDER

LAUNCHES

BUCIAN 1E.	JAN 94.	FEB 72.	MAR 149.	APR 100
BERGFALKE 4.	JAN 68.	FEB 54.	MAR 146.	APR 57
PHOEBUS C.	JAN 6.	FEB 10.	MAR 40.	APR 21

TOTAL TIME.

BUCIAN 1E.	JAN 34.27	FEB 12.15	MAR 27.28	APR 15.11
BERGFALKE 4.	JAN 26.50	FEB 10.34	MAR 31.12	APR 23.43
PHOEBUS C.	JAN 19.32	FEB 7.36	MAR 20.38	APR 17.37

ADELAIDE SOARING CLUB

(INC.)



FOUNDED 1944

P.O. BOX 94, GAWLER
SOUTH AUSTRALIA 5118

OPERATIONS — GAWLER AERODROME
TELEPHONE: 22 1877
S.T.D. AREA CODE 085

6th May, 1986

THE SECRETARY,
ADELAIDE UNIVERSITY GLIDING CLUB,
SPORT ASS., UNIVERSITY OF ADELAIDE,
NORTH TERRACE,
ADELAIDE 5000 S.A.

DAILY INSPECTION COURSE

Dear Sir,

A Daily Inspection Course, in lecture form, will be held in the briefing room, Adelaide Soaring Club, Gawler Airfield on Friday night *. July.../8.11* commencing at 7.30pm, finishing at about 11pm.

As in the past years, Graham Readett will be conducting the course.

A cordial invitation is extended to your Club members to attend, bearing in mind, the practical side of the course is your Club's responsibility.

For those attending, we suggest they bring with them - note book or pad, pen, warm clothing and a heater (if possible) as the lecture room at Gawler can be very cold at this time of the year.

Cost of the course is \$3.00, to cover cost of notes and supper.

We would appreciate advice of the numbers attending no later than *July...7.11....*

Any queries, contact John Robley

264 1079 (anytime)

Graham Readett

256 2109 (work)

255 2104 (home)

Kind regards,

JOHN ROBLEY

Adelaide Soaring Club

Adelaide University Gliding Club Mailing List
 Supplement to 'Uni Gliding'

All alterations to the Secretary, Stephen Were

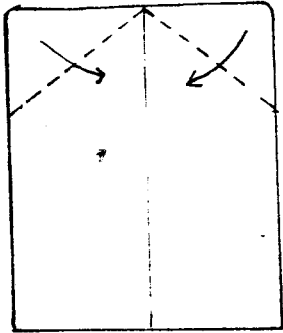
Jack Abbott	P.O. Box 44, CLARENDON 5157	08 383 61
A.J. Anderson	68 Canterbury Av, PAYNEHAM STH 5070	08 31 41
Andrew Barker	29 Angas Rd, HAWTHORN 5062	08 271 10
Christine Barnden	26 Park St, WOODVILLE PK 5011	08 268 51
Stephen Bates	125 Brougham Pl, NTH ADELAIDE 5006	08 267 51
Andrew Beaumont-Smith	12 Winding Way, BELAIR 5052	08 278 81
Richard Black	5 Heywood Av, UNLEY PARK 5061	08 271 81
Neil Boroky	C/o 4 Wilson Av, FELIXSTOW 5070	08 337 71
Nicholas Charles	28 Honeysuckle Dr, HOPE VALLEY 5090	08 263 91
Musie Chittleborough	40 Pennington Tce, NTH ADELAIDE 5006	08 267 21
Paul Clarke	21 Quick Rd, MITCHELL PARK 5043	08 277 11
Charles Clegg	13 Tusmore Av, TUSMORE 5065	08 31 01
A. J. Collas	2 Pridmore Rd, GLEN OSMOND 5064	08 79 11
David Conway	187 Brougham Pl, NTH ADELAIDE 5006	08 267 11
Tony Cooper	48 Robert Crt, PARA HILLS 5096	08 264 31
A. D. Croft	51 Finniss St, NTH ADELAIDE 5006	08 267 31
Christopher Crozier	37 Collingrove Av, BROADVIEW 5083	08 344 41
Cosimo Coscia	71 Reid Av, HECTORVILLE 5073	08 336 71
Annabel Cotton	21 McKinnon Pde, NTH ADELAIDE 5006	08 239 01
Graeme Currie	4 Kooraka Crt, HALLETT COVE 5158	08 381 71
Bob Davey	1 Bowman Crt, REDWOOD PARK 5097	08 263 71
Jessica Davison	Craughley St, CRAFTERS 5152	08 339 11
Mark Denichilo	7 Ayton Av, FULHAM 5024	08 356 71
Richard Denichilo	7 Ayton Av, FULHAM 5024	08 356 71
Glen Drogemuller	82 Rose St, PROSPECT 5082	08 44 11
Keith Feeney	30 Monmouth Rd, WESTBOURNE PARK 5041	08 274 11
John French	37 Kintyre Rd, WOODFORDE 5072	08 337 91
David Frost	3 Francis Tce, KADINA 5554	088 212
Levin Frost	3 Francis Tce, KADINA 5554	088 212
Andrew Geering	30 Kent St, STH PLYMPTON 5038	
David Gluyas	2 Highland Ct, BELAIR 5052	08 278 31
Steve Goggs	19 Winchester St, ST PETERS 5069	08 42 91
Guy Harley	29 Hermitage Rd, AULDANA 5072	08 332 51
W. Harradine	3 Seventh Av, ST PETERS 5069	08 42 51
Don Hein	C/o 66 Boucaut Av, KLEMZIG 5087	
Martin Howells	31 Linley Av, BLAIR ATHOL 5084	08 269 11
David Israel	5 Hastings St, GLENELG 5045	08 294 51
George Kalnins	29A River St, ST PETERS 5069	08 42 44
George Karzis	150 South Rd, CROYDEN 5008	08 340 01
Tim Kildea	5 Snow St, GLEN OSMOND 5064	08 79 71
Matthew Krieg	212 Jeffcott St, NTH ADELAIDE 5006	08 267 31
Barry Lenny	P O Box 702, ADELAIDE 5001	08 42 91
Tim Lewis	6 Parkway Av, ATHELSTONE 5076	08 337 41
David McConnan	9 Clifford St, TORRENSVILLE 5031	08 43 51
Mark McCullum	12/7 Wellington Sqr, NTH ADELAIDE 5006	
Andrew McGrath	185 Military Rd, TENNYSON 5022	08 356 21
Dennis Medlow	66 Boucaut Av, KLEMZIG 5087	08 261 91
(work)	Telecom Australia, Information Systems	08 225 71
Joanne Mitchell	1 Lawson Av, KINGS PARK 5034	08 272 31
Ray Nelson	7 Commercial Rd, STRATHALBYN 5255	085 36 21
Graham Newcombe	19A Vincent Av, ADELAIDE 5000	
Russel Norman	P O Box 76, CHERRYVILLE 5134	
Peter O'Carroll	141 Coglin St, BROMPTON 5007	08 46 81
Tim Parish	31 Scotia St, WEST CROYDON 5008	08 340 01
Tony Polling	4 Madeira Av, HOPE VALLEY 5090	08 264 81

Redmond Quinn	13 Redmond St, COLLINSWOOD 5081	08 34
(work)	SANTOS Ltd, Grenfell St	08 21
Mark Raftery	16 Stradbroke Av, PLYMPTON PARK 5038	08 29
Thomas Reeh	27 St Albans Av, VALLEY VIEW 5093	08 26
Martyn Roberts	P.O. Box 29, BROOKLYN PARK 5032	08 35
Lello Rositano	99 Valetta Rd, KIDMAN PARK 5025	08 35
Matthew Roughan	36 River Glen Dr, WINDSOR GDNS 5087	08 26
Remo Russo	20 Donaldson Dr, PARADISE 5075	08 33
Steve Sampson	Riverside Dr, FULHAM 5024	
Helen Slater	10 Whinham St, FITZROY 5082	08 26
Jenni Sleigh	78 Ferguson Av, MYRTLE BANK 5064	08 7
Michael Spargo	24 Gothic Av, STONEYFELL 5066	08 33
Nick Spencer	51 Finnis St, NTH ADELAIDE 5006	
R. Storer	10 Aerial Rd, BELAIR 5052	
Michael Sutton	16 Laurel St, PENNINGTON 5013	08 4
Gavin Sweeny	124 Ashbrook Av, TRINITY GARDENS 5068	08 33
David Teagle	45 Sheffield St, MALVERN 5061	08 27
Dick Temple	Rangeview Dr, CAREY GULLY 5144	08 39
(work)	Regency Park, Further Education	08 4
Peter Temple	Rangeview Dr, CAREY GULLY 5144	08 39
N. T. Tran	109 Mackinnon Pde, NTH ADELAIDE 5006	08 29
Basil Tsakalos	108A Penfolds Rd, WATTLE PARK 5066	08 33
Sonia Tv	341 Angus St, ADELAIDE 5000	08 22
Paul Van der Loo	P.O. Box 64, NORTON SUMMIT 5136	08 39
Alois Vlach	Address Unknown,	08 35
Grant Ward	3 Montrose Plc, BEAUMONT 5066	08 7
John Walters	73 Childers St, NORTH ADELAIDE 5006	08 26
Stephen Were	19 Burns Av, SEFTON PARK 5083	08 4
Helen Wishnia	7 Darwin Av, HAWTHORNDENE 5051	08 25
Gillian Yeo	75 Maxlay Rd, MODBURY HEIGHTS 5092	08 26
Phillip Young	Colonial Dr, NORTON SUMMIT 5136	08 38
Andrew Wright	Home - 264 4975 Work - 228 5458	
Adelaide Hills G C	P.O. Box 1, BRIDGEWATER 5155	083 8
Adelaide Uni G C		
C/o Sports Assoc	Adelaide Uni, ADELAIDE 5000	088 2
Adelaide Soaring Clb	P.O. Box 94, GAWLER 5118	085 2
Balaklava Gliding Clb	P.O. 37, BALAKLAVA 5461	088 8
Barossa Valley G C	P.O. Box 305, ANGASTON 5353	085 6
Bordertown-Keith G C	P.O. Box 377, BORDERTOWN 5268	087 1
Millicent Gliding Clb	P.O. Box 194, MILLICENT 5280	087 2
Murray Bridge G C	P.O. Box 552, MURRAY BRIDGE 5253	085 2
Port Augusta G C	P.O. Box 272, PORT AUGUSTA 5700	086 4
Renmark G C	P.O. Box 450, RENMARK 5341	085 1
Scout Flying Club	23 Pelecan Pl, SEMAPHORE PK 5019	08 4
Sunraysia G C	P.O. Box 647, MILDURA VIC 3500	050 2
Waikerie G C	P.O. Box 320, WAIKERIE 5330	085 4
Whyalla & District G C	P.O. Box 556, WHYALLA 5600	086 4
Woomera G C	P.O. Box 221, WOOMERA 5720	086 4
Beverly Soaring Soc	P.O. Box 136, BEVERLY WA 6304	096 4
GFA RTO/Ops		
Phillip Beale	7 Hemaford Grv, GAWLER EAST 5118	
GFA RTO/Air		
Harry Bache	161 Belair Rd, TORRENS PK 5062	
GFA CTO/Ops		
Mike Valentine	Bld 130 Wirraway Rd, ESSENDON AIRPORT VIC 3041	
Serials Receipt	Barr Smith Library, ADELAIDE UNIVERSITY	

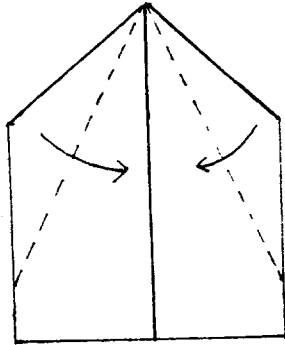
HOMEBUILDER'S PAGE

1 - STINGRAY GLIDER

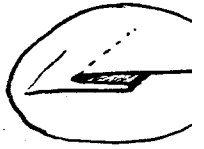
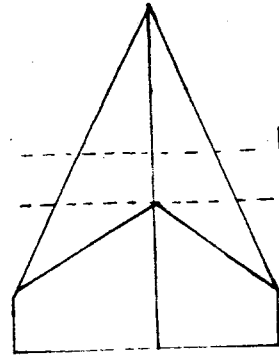
1) Fold corners of sheet of A4 or Foolscap Paper



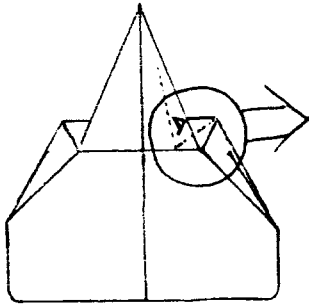
2) Fold edges to meet centre crease



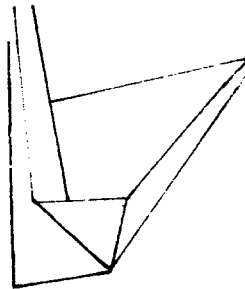
3) STEP-FOLD WHERE indicated



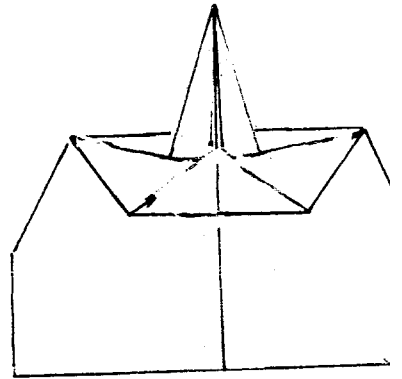
4) Place finger inside point A and bring edge across to meet centre crease



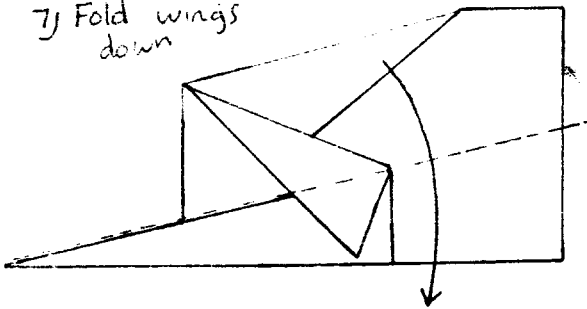
5) Almost there. Do the same for the other side.



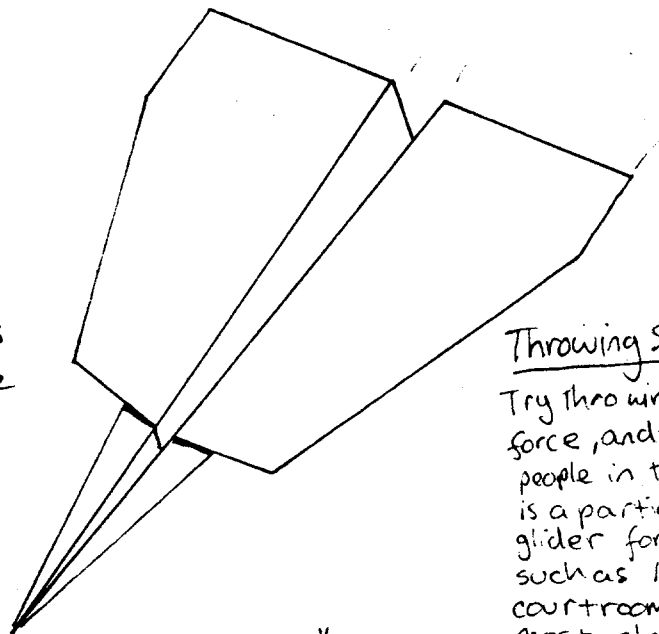
6) now fold in half



7) Fold wings down



8) The completed STingray glider. Performance can be varied by adding flaps and/or ailerons to the wing trailing edge.



Throwing Suggestions

Try throwing with real force, and avoid hitting people in the eyes. This is a particularly good glider for large areas such as lecture theatres, courtrooms or the most elegant upper class restaurants.

The Back Page

HOW TO DO THE HIGHLAND FLING.

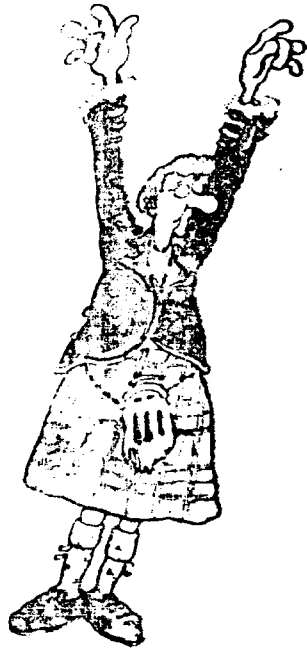


FIG. 1



FIG. 2

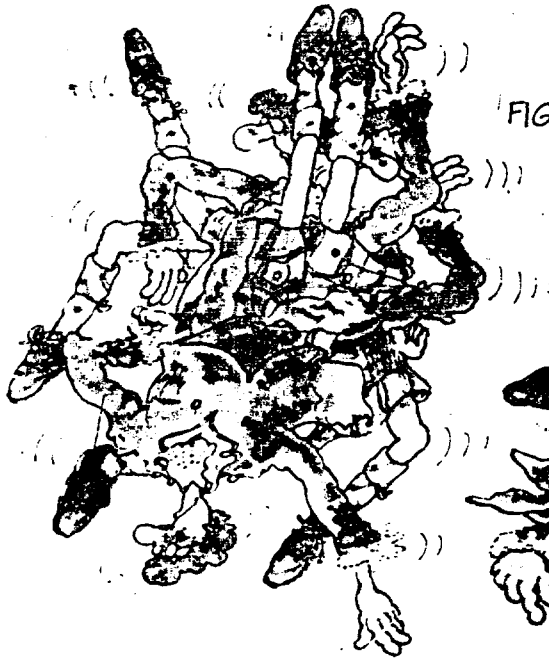


FIG. 3



FIG. 4.

Besley