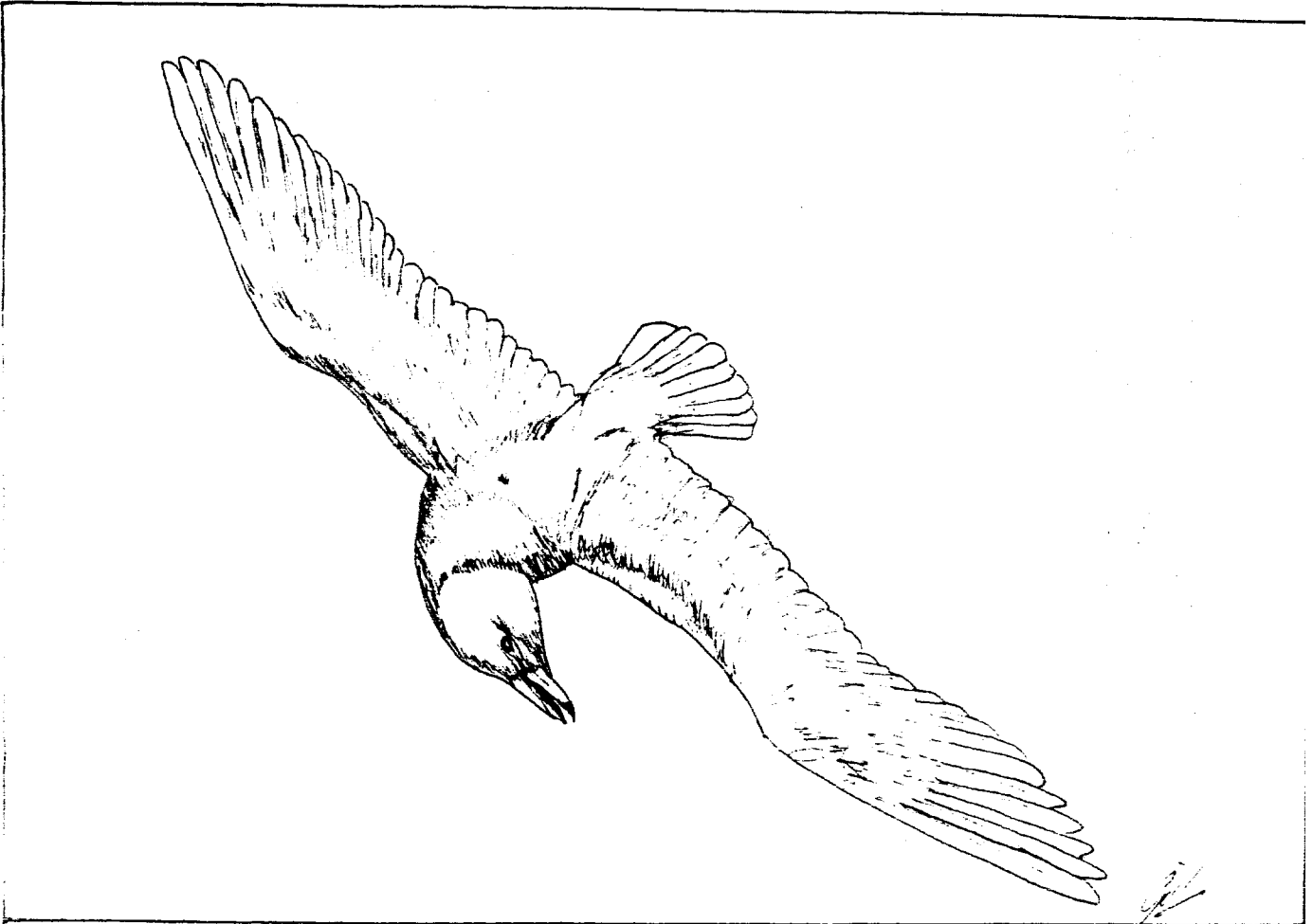


UNI GLIDING

september 1986 vol.11 no.7



IN THIS ISSUE:

the CFI speaks (at last!)
minutes from the Exec meeting
the new maintenance shed
and more!

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WORDS OF WISDOM FROM YOUR EDITOR

I had a wonderful 3 page editorial written, full of flowing prose and motivating exhortations, shining wit and artistic phrase, all ready to print in this month's edition of Uni Gliding, but the dog ate it so you're stuck with this second-rate one instead.

This month the winch blew up ("Oh no, not again" cry the masses). That, I think, was the major disaster of the month. Most of the month was spent either fixing it or the Bocian tail or one of a multitude of other things that appear to have all blown up this month. However, I ran into our 2nd-in-command-airworthiness-person, Martyn, the other day, and he assures me that everything's just about right now. (For more detail, see the Unofficial Minutes later on in this issue.)

You will no doubt observe as you read this month's Uni Gliding the lack of a certain feature that has made this illustrious journal famous worldwide: "The History of the AUGC". Problem was, it was Swotvac, and it was a choice between THOTAUGC and my methodology exam. Sorry folks!

On to more cheerful subjects. You may have noticed (or you may not have, depending on how observant you are) that summer is approaching. This probably isn't a good time to mention it, what with the hailstorm and force 9 gale raging outside, but summer means Soaring Season ! Yes, that semi-mythical time when gliders stay up for more than 6 minutes at a time! When you discover that South Australia has towns in it other than Lochiel and

Adelaide (because you get to outland in every one)! So for all those those people who have gone south for the winter (south of Lochiel, that is), you can come crawling out of hibernation. This is where flying actually becomes fun! "So how do I find out about the joys of summer flying?" I hear you ask. It's really quite simple. All you have to do is ring Stephen (the contact person) on Thursday evening and say " I would like to go flying." There. That wasn't so difficult, now, was it?

See you there!

UNOFFICIAL MINUTES

(These minutes are unofficial as the secretary didn't take them, I did. They may or may not bear any resemblance to what actually happened - I leave that to you to decide.)

Present: David Conway, Mark Raftery, Gillian Yeo, Dennis Medlow (alias Dippie), Andrew McGrath (alias Andrew McGrath).

Apologies: Stephen Were, Richard Black

Meeting opened at 7:47 pm (a nice aeronautical sounding time).

President's Report: the president had a nice holiday skiing. He decided that Big Mac wrappers taste better than Big Macs.

The president was distressed that we have not been making money as no one's been doing any flying. Mark agreed that we're a bit broke, to the tune of -\$200 or so. The old winch is going (sort of).

The president called the meeting to order for the 15th time.

He observed that new members seem very keen to help with club projects and expressed his approval.

The president said he was bored and could he end his report please.

The executive said no.

The president decided that we're not as bad off as it seems: the Bocian is fixed, the Phoebus will be soon, we will soon have an Arrow, there will be a major assault on the T-hangar next weekend, and Andrew's dad will be making some horribly complex gizmo for the new winch.

Treasurer's Report: We have in total approximately \$2000; out of this must come \$800 for airfield hire (any time in the next few months).

(Here came a discussion on what time "countrywide" shows, and whether or not it clashes with "The Investigators".)

The treasurer said that members accounts are low (as usual). We will be getting an insurance rebate from the Phoebus as it hasn't been flown in months: this should be worth a couple of hundred dollars.

It transpires that we didn't get a \$5200 loan to buy the Arrow: Colin Pickering is hassling the appropriate people.

The executive discussed the federal Budget - Andrew said that it's highly relevant - they're all treasurers, aren't they?

Airworthiness Report: (delivered by Dippie as Dick couldn't make it).

Dick sends apologies: he will not be able to bring his videogame (FSII) to the next general meeting - perhaps the one after that.

YB is waiting of Martyn Roberts and his Aileron Tool.

(David attempted to ring Martyn at Uni. While he did so, Dennis produced hot garlic bread. David gave the phone up as a lost cause.)

YB will have to be testflown at Murray Bridge.

KYW is fine, thanks to Redmond. Dick will pick it up from Lochiel on the 30th of this month to take it to Waikerie.

Andrew is going to do ZM's rudder, but the repairs must be approved BEFORE

they are carried out.

(Here the meeting was adjourned in favour of Clive James and Dippie's chocolate cake. It resumed at 9:12.)

Winch Report: David decided that the T-hangar Report was more important. He went on to say that there would be a major onslaught on it next weekend. In the mean time, wood, cement, steel etc. will be purchased.

(Andrew exclaimed loudly "I've found a toenail clipping in the carpet!" and instituted a major search for more.)

There was a discussion on the structural characteristics of the T-hangar. Then there was a discussion of the structural characteristics of Paul Clarke's new Pulsar (which are significantly different to when he bought it due to his pranging it on the way to Lochiel the other weekend).

David then proceeded to give the Executive a History of The Winch:

- 1) 3 months ago the transmission blew up.
- 2) A new engine/gearbox was purchased.
- 3) 2 weeks later the transmission blew up.
- 4) It was exchanged for another one.
- 5) 2 weeks later the engine blew up.
- 6) 2 weeks were spent rebuilding the engine.
- 7) 4 launches later, the transmission blew up.
- 8) A brand new reconditioned gearbox was installed.
- 9) This has lasted 2 DAYS without it blowing up.
- 10) However, the engine won't start- David thinks it has electrical problems.

Andrew comments on a certain person tangling miles of winch cable around the rear axle of the Falcon?

SAGA Report:(agonized sobs from the prez as the report begins) . There is a discussion regarding the "loan" of the Bocian for a day or two to the Life Be In It mob who are setting up shop at Gawler (temporarily). This , it is decided, is a Good Idea, as it will benefit the sport as a whole (as long as it doesn't clash with O'Week).

Any other Business? not of any great interest. There was discussion about running a Cross Country Course, to be held the general meeting after FSII (i.e. 3 GMs away).

Mark volunteered (fool!) to organize a film night ("Top Gun"). This will be mooted at the coming GM.

Someone suggested holding a Passenger Day in 3rd Term. (Limit people per Passenger Day to 10, charge them a set fee for transport, flying, BBQ of \$10. PR jobs are divided between members (most of them concerning posters or On Dit). David suggesed we put the winch on the Barr Smith lawns as a display

Regatta Natter: general blurble. It was decided that this should be as informal as possible, something like the Vintage Regatta.

The meeting was closed at 10:55 pm.

I apologise sincerely for the brevity of this issue of *Uni Gliding*, but the exec promised me hundreds of reports to print (well, maybe two or three), and I'm still waiting for them. Perhaps this subtle (?) reminder might persuade them to put pen to paper?

Wonder of wonders! The age of miracles is not past! After months of cajoling, begging, pleading, bribing and threatening, Redmond has finally written a CFI's report. Admittedly it is scrawled hastily on the back of an old envelope (I kid you not!), but at least I have it. So, with great fanfares etc. etc. etc., I present to you....

THE CFI'S REPORT

The following three items require consideration at present:

1. Our perennial trend to joining circuit low and hence flying a low approach over the fence is raising its ugly head again DON'T!
2. September and October are the major growing period for the crop. Be sure to clear aircraft from the strip quickly to enable takeoffs and landings to use the centre of the strip. Don't let wingtips get near long grass.
3. The Phoebus will be back in service early in September after a break of 3-4 months. Please fly it a little conservatively till you regain the feel of it.

Redmond Quinn

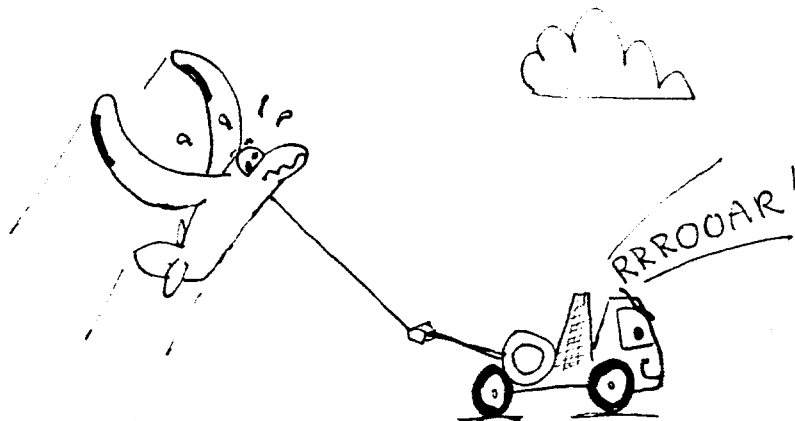
COMING EVENTS

NEXT GENERAL MEETING: Wednesday September 3, 7-30pm :Portus Room

The topic hasn't been decided yet, but the President assured me that it won't be TOO boring.

NEXT EXEC MEETING: Wednesday September 17, 7-30 pm

This will be held at Stephen Were's residence (thanks, Stephen!)



PROPOSED WEST BEACH INSPECTION CENTRE

1. PROPOSED INSPECTION CENTRE

It is proposed to erect a glider inspection centre on Department of Aviation land leased by the Sports Association at West Beach.

The proposed site is directly north-east of the existing Sailing Club shed on the land. Details of the location are shown on drawing no. A3-GA2/o in section 6.

The roofline of the proposed structure will be below that of both the Sailing Club shed and existing Sports Association shed.

2. THE REQUIREMENT

The Gliding Club is currently operating a fleet of 3 sailplanes. These aircraft are subject to regular inspection in accordance with the Manual of Standard Procedures of the Gliding Federation of Australia. Inspections are carried out within the club by appropriately qualified and authorised members.

Some minor inspection work can be carried out on the club airfield at Lochiel. Annual inspections and occasional larger intervening inspections require continued dedicated effort. This can only be provided in the Adelaide metropolitan area.

Until now, this work has been carried out in an extensive variety of 'borrowed' sheds. Most recently the club has utilised the Sports Association and Sailing Club sheds at West Beach. These borrowed premises have generally been unsuited to the task causing delays in returning aircraft to service.

The club has acquired a considerable quantity of inspection and testing equipment over the years. This equipment is currently held by various club members or kept at Lochiel and returned to Adelaide when needed. A permanent Inspection Centre would provide a home for this equipment.

In late 1984, the club sold glider VH-GNB due to its 20 yearly inspection being due in May 1985. These are very extensive inspections required for the issue of a new certificate of airworthiness after 20 years. Until a permanent inspection facility is available the club will be forced to divest of any aircraft approaching this age.

3. STAGES OF DEVELOPMENT

This proposal is for the construction of an initial stage of development. This will consist of a shed 9m x 4.8m x 2.4m high. This would allow inspection to be carried out on 2 major components of a sailplane simultaneously e.g. 2 wings or 1 wing plus fuselage. If the cost doesn't prove prohibitive the width of this first stage may be increased to 6m. This would allow simultaneous layout of all major components of a single aircraft.

The initial stage will be sited to allow for a future extension. This would double the length of the shed from 9 to 18 metres and add a short South East wing. This is depicted as a broken line on drawing A3-GA2/o in section 6. This final arrangement would permit a glider to be rigged within the inspection centre to allow weight and balance, control deflection and other checks to be carried out. It is expected to be two years before the club is in a position to finance this extension.

4. FORM OF CONSTRUCTION

It is proposed to utilise a commercially available prefabricated shed package for the structure. The structure will be designed to category 2 wind load.

Portal frames will be galvanised cold formed steel sections with bolted connections. Purlins and Girts will be timber.

Double opening doors will be provided on the north-east end and a personnel access door on the south-east face. Translucent panels will be incorporated in the roof to provide natural lighting.

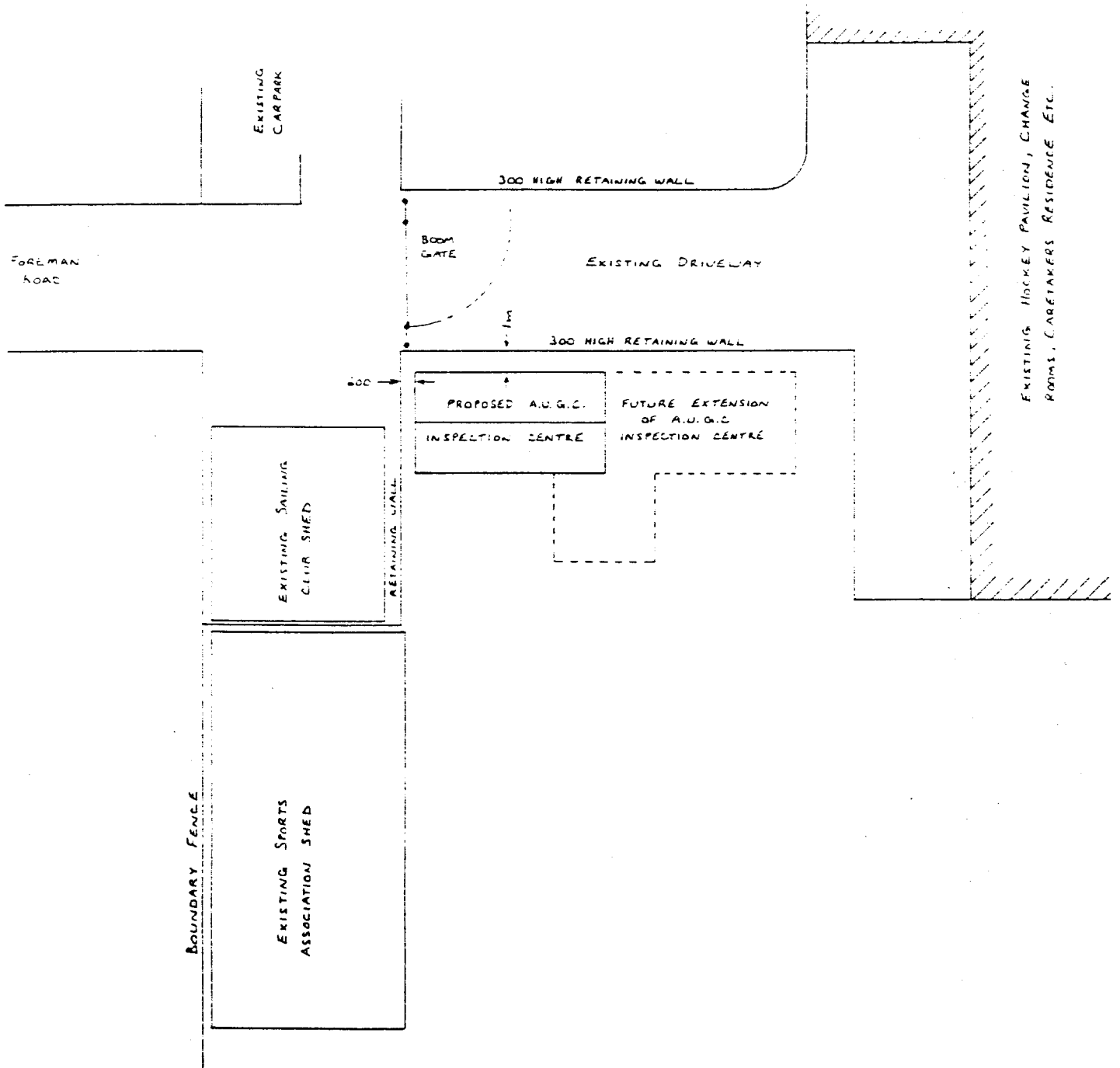
The floor of the shed will be 100mm concrete with single mesh and impervious membrane poured after erection of the structure.

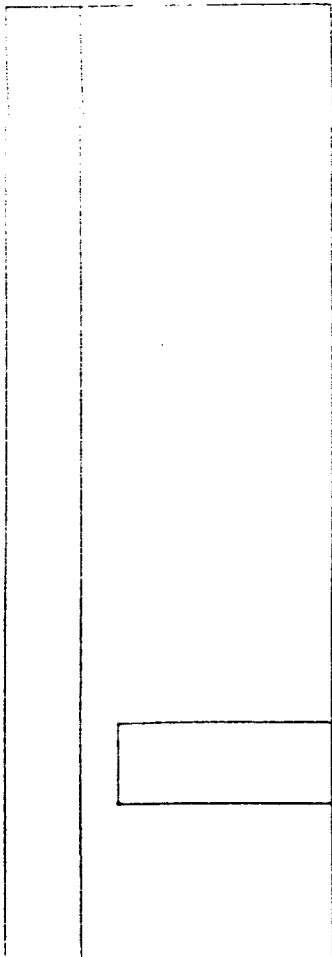
The structure will be painted to match the existing Sports Association shed. The roof will be signwritten 'Adelaide University Gliding Club'.

For an outline drawing of the proposed structure, see drawing no. A3-D2/o in section 6.

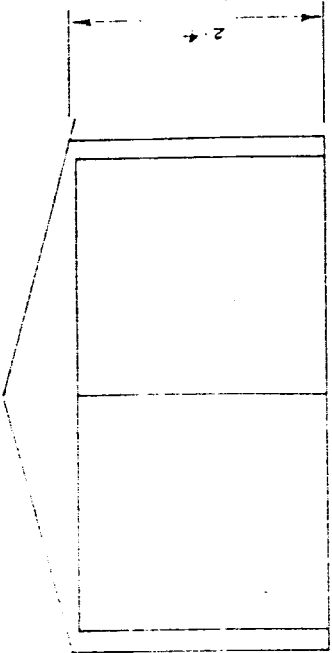
Power and light circuits will be installed in the inspection centre. No plumbing services will be provided in the initial stage of development.

A quarry rubble hardstand for a glider trailer will be provided during 1987 along the south-eastern side of the inspection centre.

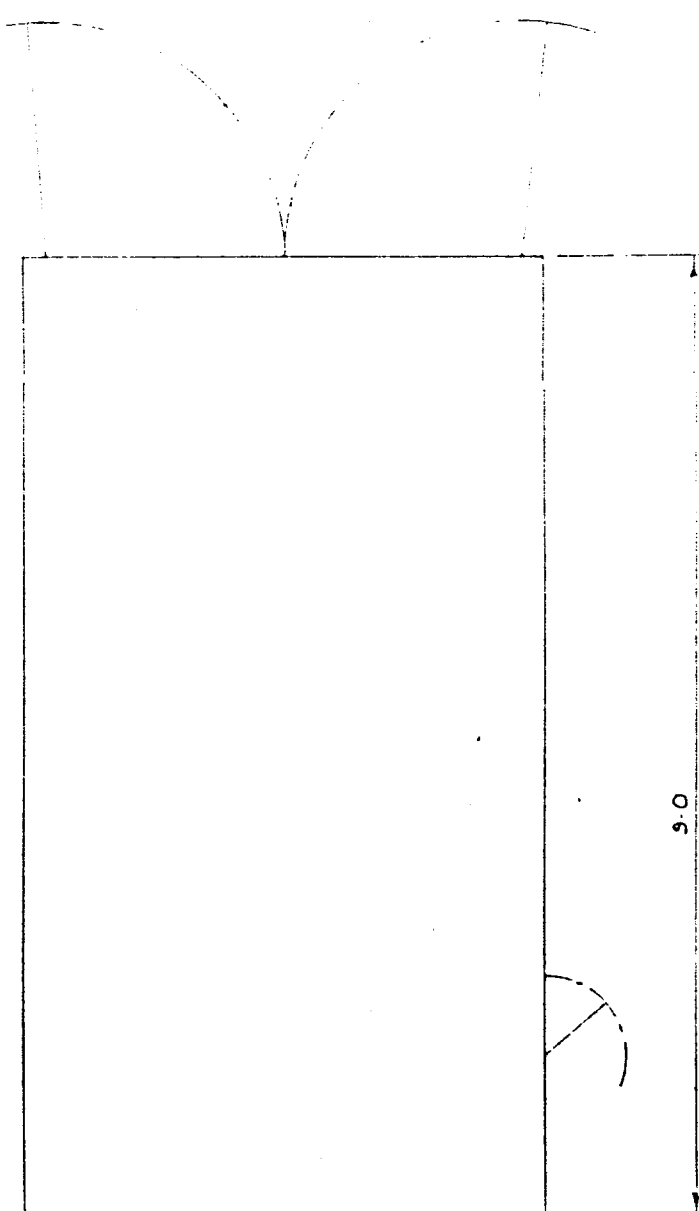




S.E. ELEVATION



N.E. ELEVATION



9.0

FLOOR PLAN

NOTES:

- 1 METAL CLAD CONSTRUCTION.
- 2 COLD FORMED SECTION PORTAL FRAMES WITH TIMBER PURLINS & GIRTS.
- 3 EXTERIOR TO BE PAINTED TO MATCH EXISTING SPORTS ASSOCIATION SHED.
- 4 FLOOR TO BE 100mm CONCRETE SLAB WITH IMPERVIOUS MEMBRANE & SINGLE F MESH POURER AFTER ERECTION OF STRUCTURE.
- 5 ROOF TO INCORPORATE TRANSLUCENT PANELS & TO BE SIGNWRITTEN "ADELAIDE UNIVERSITY GLIDING CLUB".
- 6 WIDTH OF BUILDING MAY BE INCREASED TO 6.0m IN FINAL SUBMISSION.

ADELAIDE UNIVERSITY
GLIDING CLUB INC.

PROPOSED WEST BEACH INSPECTION
CENTRE - PLAN & ELEVATIONS

DATE: 17/8/86
DRAWN: R.J.Q.
SCALE: 1/50

A3-D2/0

WINGS

The Unknown Pilot's Column.

Greetings! To all glider pilots of the AUGC!

I will not call you my fellow pilots. (Much as I would hate to do so.) How can you be my fellow pilots if I am unknown to you?

The Unknown Pilot's Column, appropriately titled 'WINGS', is a feature new to 'Uni Gliding'. It's function is unknown. Two reasons for this;

1. Why must I define a function? Being unknown has it's advantages, one of them being unanswerability. Remember pow(1): 'To define is to limit'.
2. pow(2): 'The unknown always passes for the marvellous.

But on with the inaugural column!

First though, I must give all of you a name by which I shall refer to you. "Glider pilots of the AUGC" is too much of a mouthful "Whoosh whoosh ... hiss hiss" (This is the sound I make when I thin ---- The name (or handle as the Americans say) must be condescendin -in order to convey that I'm in power here.... whoosh whoosh... "fellow....?.... Aha! I have it!:

How about: 'fellow piglets'?

I should think not. Nein! Gott in himmel! What am I thinking o What would good 'ol SAINT EX. think? (blush blush).

Now I have it. Thou shall be 'brothers'. This includes women too. Those of you who haven't gone solo yet I'll refer to as 'weak sisters'! Heh heh heh.

BROTHERS! Let me introduce you to the Brotherhood. (Didn't know this wuz comin' did ya?

The brotherhood is an organization set up by the Unknown Pilot. It's purpose is (roughly) to unify all glider pilots (in spirit only). It's a sort of secret society. Like the Masons. (wow!). But it's not like the Masons. The Brotherhood DOES NOT practice human sacrifice. More than this I cannot sa

The head (i.e. top dog, supreme commander, God?, etc.) of the Brotherhood is the Unknown Pilot himself. He should be referred to as SUP (pronounced "soup", alias 'Supreme Unknown Pilot'). Why 'supreme'? Well Brothers... see the next page....

Because, you, brothers, can become Unknown Pilots!

Gee! How do I do this? I hear you ask? Weeeyll, the flight-path to Unknown Pilothood is long and turbulent.

Firstly, COMPLETE adherence is demanded to the following rules:

Rules of the order of Unknown Pilots as SUP himself has drawn them up.

MAXIMS: Don't let anyone know you are an Unknown Pilot.

- 1) Deny yourself in inconspicuous ways and don't speak of your record-breaking flights.
- 2) Avoid all vain and unkind criticism of the flying abilities of other, lesser glider pilots.
- 3) Always keep your parachute on - keep your flying cap brushed and your sunglasses sparkling.
- 4) Avoid the company of CFI's and the advice of instructors -all those who do not regard flying knowledge as something to be kept to oneself and gloated over.
- 5) Don't be a Philistine!
Don't let any opportunities of flying in restricted airspace, ascending to enormous heights or staying up until the moon comes out escape you.
- 6) Always let other pilots profit as much as possible by your skill in these things.
- 7) Do what you can to spread the order.

These are not all the rules. There are others. And there are penances for breaking the rules! (More in a later issue)

At the very pinnacle of the Brotherhood of Unknown Pilots stands the TRUE BROTHER himself. A True Brother is a pilot whose flying exploits are the stuff of legend. His skill, technical artistry and cool daring have the capacity to bring tears to mens' eyes.

His flight-path is as true and as straight as an arrow. He remains unblinking(he has to) in the face of thousands of square miles of sink filled sky and yet somehow contrives to stay aloft.
-----Moan! Out of space!

So heres wishing you 10 knots to ten grand!

The Unknown Pilot

TOPIC NEXT MONTH:

"Fear of Flying!"

FLY X-COUNTRY IN 1986-1987!

So you want to quit the nest?

Fly cross country?

Claim a few badges?

Break a few records?

Sharpen your claws against the pack?

Do some good for yourself as a pilot?

HERE'S YOUR OPPORTUNITY!!

The ADELAIDE SOARING CLUB has a program for the coming soaring season that will whet your appetite.

Some of the club's top pilots (we had 11 in the last Nationals) have offered their services to teach you how to fly cross-country.

1. There's a series of ground lectures to be presented by Peter Wright on six nights in September. Charge is \$5 (to cover suppers and notes). Put your name on the list in the clubhouse if you want to attend. This is a highly recommended course. Ask anyone who has attended one of Peter's earlier courses. And it is open to all flying members, solo or student.
2. There's a practical course in basic cross-country flying, available from October, 1986, until the end of March, 1987. You fly with a cross-country rated instructor and get first-hand, the knowledge you require to cut the umbilical, quit the confines of Gawler. If you've got a C certificate, or you've applied for it, you could qualify. (See CFI for details).
3. There's a course for more advanced pilots (those with a completed Silver C plus Gold C distance flown). We have experts to fly with you and teach you the tricks that will help you fly faster and further. This training is for pilots wanting to achieve longer cross-country flights as well as fly in comps and regattas. (See CFI for details).
4. And for those who want knowledge about outlandings (how to pick the right paddocks, set up the proper landing circuit, get down without fuss &c.) there's training available in the Motor Falke. (See CFI for details).

NOTE: All of the above is available to pilots who simply consider themselves out of cross-country currency and want to re-establish old skills.

THIS IS AN OFFICIALLY ENDORSED CLUB PROGRAM THAT MAY NOT BE REPEATED. GRAB IT WHILE YOU CAN!

ASC has the aircraft to knock off some great cross-country flights. All we need is the pilots to steer them!

THE BACK PAGE

Glider - Whacky

Twas bouncy and the slinky glider
Did gyre and gimble in the blue.....
All floppy were it's wing controls
(and it's instructor too!)

Beware the wicked CFI my pupil!
The nose that dents and the wings that slice!
Beware his cahooty Instruckii birds and shun
His frumious Phoebus!

And while through uffish bumps they ploughed
The Phoebus, with tail on high,
Came diving out the Tulgey cloud.
And let it's ballast fly.

One, two, one, two; and through and through
Their water canteens went whoosh-er-whack!
---ing back!

To which, in reply
The CFI
flung out his main pin.
And went burbling down - minus a wing.

The CFI was floored; the
Pupil had scored,
And came 'split-arsing' back.

"Oh, hast thou slain the CFI?
Split one with me, my beamish boy!"
(Said the new CFI)
"Our loutish CFI is down and out".
The duty pilot wept with joy.

The Unknown Pilot.

(Note: this poem was written
in posthumous collaboration
with the English writer and
mathematician - Lewis Carroll.)