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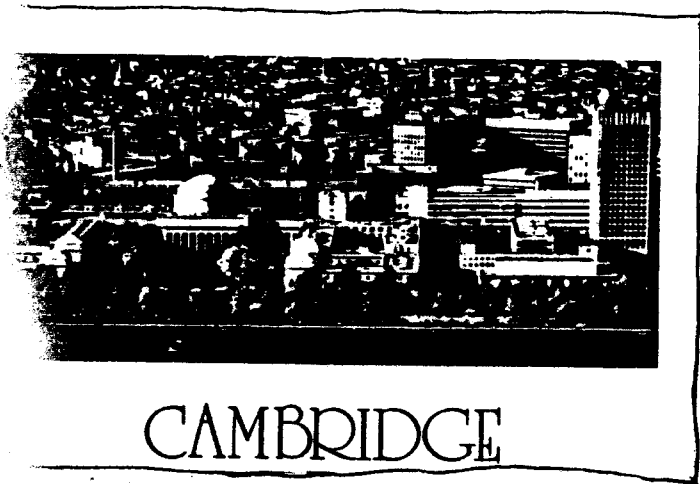
And not much more (PLEASE give me something to print!)

WORDS OF WISDOM FROM YOUR EDITOR

So here we are. Another month, another issue of Uni Gliding. Unfortunately, this is a rather small issue of Uni Gliding. There are a number of reasons for this. Firstly, due to a string of major personal traumas (such as essays, the flu, my car committing suicide all over Frome Road last week, etc. etc. etc.), I have been unable to spend the time I would like on producing this erudite and learned publication, and thus have not been able to write my usual stream of lyrical and artistic prose.

Secondly, due to said traumas, I was unable to attend the exec meeting this month (my apologies to the exec). The exec in their wisdom have seen fit not to leave a copy of the minutes in the AUGC pigeonhole for my perusal, so not only am I unable to print them for you, but I have absolutely no idea what is happening this month so I can't give you a COMING EVENTS page, other than saying that the general meeting will be on the first wednesday of the month as usual, in the Jerry Portus room at 7-30, and the exec meeting will be somewhere on the third wednesday of the month at 7-30.

And thirdly, apart from our illustrious prez and two letters from far afield, no one has sent me anything to print! I mean, I do my best, but even my imagination and creativity has it's limits! Even I run out of things to write eventually! Why will nobody send me anything to print? So if you read in the morning paper one day gliding club newsletter editor commits suicide you'll know who's to blame. I hope you all feel guilty.



Dear AJG, SEPTEMBER 7
As you can well see I have
arrived at M.I.T. Just
please Dennis I escaped
country with debts to AUGC
If someone cares to send
a bill to my parents they
will settle it. I did this
accidentally. I really is I left
in Carter I confused state. Also
tell Raymond I fixed his future
testing up with Ian Brown in
Material science. Huh guess what
- M.I.T has about 5 sailplanes
So I have heavy - one being a Janus.
Dont know where they fly or how many I saw one.
All view of Massachusetts Institute of Tech-
nology and the Charles River Basin, Cambridge,
Massachusetts.
AIR MAIL 88
a cool \$140 has
BMSID-Color Photo: Rick Ashton
Boston, Mass. 02139

ÉL PRESIDENTÉ REPORTS.

Apologies to the editors for not producing a report for the last newsletter (which I thought was excellent - well done!) I thought I'd better get this one in early!

CLUB NEWS:

The end-of-holiday long weekend at Lochiel was enjoyed by many. The weather was excellent, thermals and ridge for all three days. Because the shearer's quarters was full of shearers we camped in the clubhouse (Eight one night!).

The Bocian was picked up by Dick Temple and taken to Waikerie for the week, for a CofA course being held there, after which Dick will have a CofA rating. This means he will be able to perform the annual inspections required on our aircraft. This brings the grand total of CofA inspectors in our club to 1. However Redmond and Martyn are half way there so by next year the situation should not be so desperate. With luck the Bocian should come back from the course with a new CofA.

The Phoebus will be back soon. All that is required is final touching up and a test flight at Murray Bridge and it to will have a new CofA. It should appear at Lochiel in two to three weekends, all ready for many cross-countries over the summer. Thanks to Dick and Martyn who have done most of the work on the Phoebus.

Hopefully the tee-hanger will be complete when it returns, saving the hassle of rigging and de-rigging it each day. This problem has meant that it wasn't flown as often as possible, thus not earning its keep. The teehangar was designed by Quinn Enterprises Ltd chief structural engineer and our CFI, Redmond Quinn. Its main design criterion were a) it shouldn't fall down until at least the next ice-age and b) it should be able to be constructed and erected by complete dills ie AUGC. Many people have put a lot of effort into the hanger over the last few weekends, and at the moment all the main frames have been cemented in, one end frame complete and all purlins bolted to these frames. The foundations have been cast for the other end frame. This coming weekend the remaining end frame, rear portals and purlins will be built. The following weekend the cladding and flashing will be nailed on, leaving only the doors to be made and installed to complete the hangar. All the materials except the steel for the door frames, flashing and several sheets of corrugated iron have been purchased. The original

budget for the hangar was \$1500. Costs so far are detailed below:

Steel for main frames, including cutting:	\$450
Wood for purlins on main frames:	\$190
Cement, Gravel, nails, bolts etc:	\$150
Wood for end frames, and rear section:	\$140
Galvanised iron for doors and roof:	\$360

TOTAL EXPENDED: \$1300

BUDGET: \$1500

REMAINING: \$200

Estimated cost of steel for door frames:	\$150
Estimated cost of additional cladding and flashing:	\$100
Estimated cost of hinges, latches etc:	\$50

Total Estimated Cost: \$1600

Some time ago a quantity of galvanised iron and steel frames were obtained for \$50, originally for a proposed winch shed. These materials will be used for the walls and rear frame of the tee-hangar.

The new winch is progressing, albeit slowly. The proposal to have the selector inside the differential machined professionally proved too expensive, ie about \$250. The expensive part is the cutting of the splines, which slide over the halfshaft, to engage that drum. It was decided to incorporate the existing gears, but these proved to hard to machine (Rockwell hardness of 60, for those interested). The gears have been softened by heat treatment, and will be machined shortly. Bushes and silver steel bushes for the selector to slide along have been priced at \$24. After machining the insides, the brakes need looking at and then the diff can be bolted to the winch. After this the winch should be able to proceed at a rapid rate, the problem areas being the drums and the heads. It is hoped that the new winch will be operational for our competition in January.

The old winch seems to working reasonably well again, but the V8 has a tuning problem, probably the distributor.

Apart from the treasurers complaints, things are running reasonably smoothly again, after a month or two's problems with winches and aircraft. The Bergfalke rudder was repaired by Andrew McGrath, under the eye of Harry Bache, and has no other problems until its CofA in December, when Dick will be able to try out his new rating. The Bocian will be back next weekend with a new CofA and the Phoebus a couple of weeks later. We have several trainees at the moment, but they will be sold soon, and we need some more! To those of you who joined the club in 0-week but haven't found the time to come up yet, try and come up soon before final exams get too close. We fly through the summer, when flying conditions are at their best, so get stuck into training now and you could be solo by summer. Just call Steven Were the Thursday before the weekend you would like to fly, and give it a go. Its great fun, a challenging and rewarding sport that will not cost you the earth. We are the cheapest club in Australia, instruction is free and the aircraft cost only \$6 an hour. Each launch costs \$1.50, which on a 'dead' day with no lift will give about a 5 minute flight. In winter we often have westerlies, allowing us to fly for many hours on our nearby ridge, and in summer thermals can carry you to many thousands of feet. An average day would cost about \$7, ie one long flight or several short flights depending on the weather and number of people. Our airfield is at Lochiel, about 1½ hours drive north of Adelaide. We rent the airfield from a farmer, and have a hangar and clubhouse. The clubhouse although not complete has a fridge, cooking facilities and a loo, so we are quite civilised. See you soon!

One final word. The farmer waited ages for the rains to save his crop, and now it is growing well he doesn't want it trampled on or driven over, so:

DON'T DRIVE ON THE CROP UNDER ANY CIRCUMSTANCES

RETRIEVE BROKEN CABLES ON FOOT (TREAD LIGHTLY)

ENSURE VISITORS KNOW THE RULES!

Also, combine harvesters object to ingesting hundreds of feet of winch cable, (or even one foot for that matter). However the harvester merely makes some crunching noises and stops, which pales into insignificance compared to the noises farmers make when their \$100,000 harvesters make noises and takes all day to fix, so

DON'T LEAVE ANY CABLES LYING ABOUT THE FIELD!!!

DAVID CONWAY

THE BACK PAGE

NOTICE

IF YOU NOTICE THIS NOTICE THEN
YOU'LL NOTICE THIS NOTICE IS NOT
WORTH NOTICING.

Somewhere in S.A.
Sometime in September.

Dear creme of mushroom (Soup), (Sup), alias unknown Pitot,

I think you have a marvellous cents of humour, and enjoy reading your space in the club newsletter. But do they (the brotherhood) actually let you fly a glider? alone?!!! I must admit, I was under the impression that gliding was a relatively safe sport, and that there was more chance of being bumper off (dusted, snuffed) by some maniac whilst driving to the airfield, apparently I was wrong. But so long as you are only flying a Bergfalke, or Bocian I suppose you could only be within $\frac{1}{2}$ /1 kilometre from Lochiel (gliding distance), so the rest of this country should be fairly safe to fly in, for the remainder of the flying fraternity (brotherhood).

Yours Humourably,

Twana Steen