

# Uni Gliding

May, 1989

Vol. 14 No. 2

In this issue:

- the president reports
- the treasurer whinges
- letters from Thailand
- the vintage regatta
- upcoming social events
- Don Hein cartoons
- club contact numbers

★ StarAir  
Maintenance

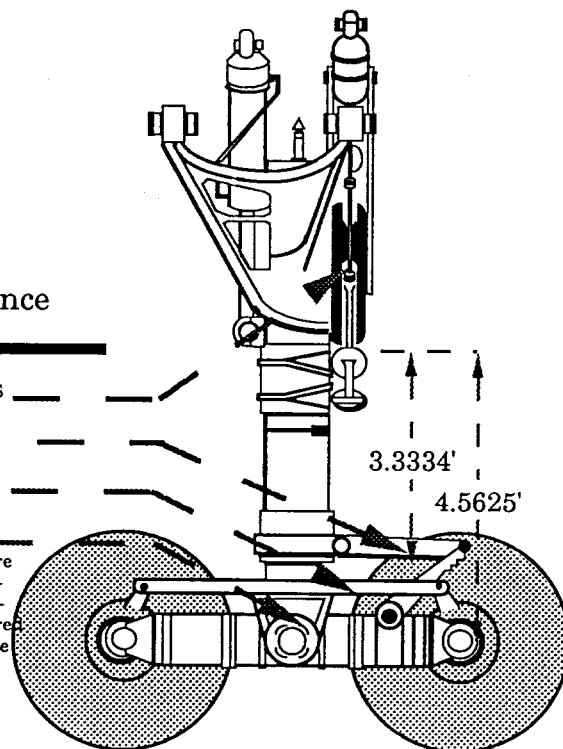
Downlock springs

Torque arms

Brake link

Upstop snubber

Mechanics requiring more detailed information concerning individual manufacturers' gear are required to consult the appropriate technical manual.



A publication of the Adelaide University Gliding Club Inc.

## Editorial

Welcome to this, the first issue of "Uni Gliding" since the AGM. We were pleased with the large turnout that this year's AGM produced; the biggest for many years. The new executive has been elected and it contains both new and familiar faces. The executive members are listed on the back page.

We have a bumper issue for you this month. Our new president has found the time to put in a report despite his wedding; and there are contributions on behalf of the treasurer, social convenor and vintage regatta coordinator. Our Thai correspondent, Don Hein, has made an appearance once more in these hallowed pages, and has sent us some more of his famous cartoons. There are more to follow in later issues. Still in Thailand, we have a postcard from Cathy and David. I am so glad to read that Cathy got to hold the python on her honeymoon; it couldn't happen to a nicer girl.

Recent fliers have had the opportunity to use 3 forms of lift in the past months. The thermalling season has extended well into April and the ridge has already put in some appearances. In addition, we have had wave over the field for the second time in as many years, and several members (the ones with big grins) used it to reach over 3000 feet.

The president's trophy has fairly bounced around between us, Balaklava and Gawler. Just when we thought we had it for the winter, Frank Johann picked it up again to take back to ASC. It might stay there for some months unless someone puts in a big effort.

There have been no solos in recent months, but Terry, Bradley and Steve Gould, and Ian Linke have converted to the Arrow. Congratulations, all! In addition, Peter Temple, Simon Hackett and I have gained our passenger ratings and David Conway has his Gold C.

The winch has had an exciting time recently. A team effort (I won't name names; the two principals are still arguing over whose fault it was.) managed to wrap the cable around the radiator fan while the engine was going full tilt. The resultant exciting spectacle sheared off the fan shaft (1 inch thick!), threw the fan blades through the radiator, destroyed the water pump and bent the right-hand arm into a pretzel. Thanks to all those who helped with the (very prompt) repairs.

**STOP PRESS:** The Bocian is out of action again, due to its attempting to colocate with the Pik and Phoebus trailers. We will need workers to help out with the wood repair at the West Beach shed soon and for a few weeks. So be prepared for a call from Redmond. If you want to to fly the Bocian,

help get it back into the air as soon as possible. Learn about the insides of a wing by looking at one!

So long and thanks for all the fish,

Peter Cassidy

Front cover: A proposed attachment for the Bergie to prevent further skid breakages.

## A Word from the President

by David Conway

*[The president is very much a figurehead — he wields no real power whatsoever. He is apparently elected by the members, but the qualities he is required to display are not those of leadership but those of finely judged outrage. For this reason the president is always a controversial choice, always an infuriating but fascinating character. His job is not to wield power but to draw attention away from it. On those criteria David Conway is one of the most successful presidents the club has ever had. Very very few people realise that the president and the executive have virtually no power at all, and of these few people only six know whence ultimate political power is wielded. Most of the others secretly believe that the ultimate decision-making process is handled by a computer. They couldn't be more wrong.]*

As this is the first newsletter under the new executive, I would like to welcome all new members who have begun their training, and wish them satisfying progress towards solo and beyond. For those new members who have yet to make it to Lochiel, why not? Gliding offers challenges and rewards to individual effort not found in many other sports: the opportunity enjoy the exhilaration of unpowered flight, staying aloft only by your own prowess; of piloting an aircraft entirely under your own command. As your experience level progresses, new opportunities become available — solo, conversion to a single seat aircraft, cross country flight, altitude and distance goals, competitive racing. Also within the club one can accumulate experience with aircraft maintenance, motor mechanics (the winch!), instructor training and various other projects the club may undertake — new hangars, winch sheds, the clubhouse, et cetera.

Gliding is a team effort — it takes at least 3 people to launch a glider so obviously you have to put in your share of the effort into helping others!

Finally, our most precious resource is our aircraft. Without them the club cannot earn any operating revenue; the members don't get flying time and lose interest; and time and money has to be spent getting them back into the air.

Please look after them — leave them in the hangar if the weather looks dubious — a cancelled day sitting in the clubhouse because of high winds is disappointing, but not as disappointing as having an aircraft blown over. This happened to our Bocian two years ago — it cost \$15,000 to repair, was out of the air for about 14 months, requiring major input from club members, at the expense of other projects, and valuable flying time and incentive to members was lost. Don't let it happen again.

Looking forward to seeing you soon at Lochiel.

Happy soaring,

D. Conway  
President.

P.S. On behalf of Mrs Conway and myself, I would also like to thank everybody associated with our recent change of marital status!



At David and Catherine's wedding. Seated (from the left, clockwise):  
Redmond Quinn, Sharon Quinn, Ian Linke, Cecilia Linke, Stephen Were,  
David Teagle, Jenni Fletcher, Kingsley Fletcher, Dennis Medlow and Jenny  
Medlow.

## Social Notes

### Club Dinner

Yes folks, it's all happening. Our new social convener has strode purposefully to the wicket and organised a CLUB DINNER. This mega-event is open to all members and friends and will be held at the Taipan Riverfront Restaurant, War Memorial Drive, North Adelaide (on the banks of the beautiful Torrens) on Wednesday 17th May at 7:00 pm. Just because you haven't been on field since the last ice age (or ever) is no excuse for not coming. This is your chance to find out what the instructors are like after a few too many drinks (although Saturday nights around the camp-fire are pretty good for that, too). As an added bonus, Dennis will not be there! If you wish to attend, please inform Agata Jarbin (her phone number is on the back page).

### Executive Meeting

But that's not all; you also get, the next Wednesday (it all happens on Wednesdays, you see) the 24th May, a (yawn) executive meeting. All members, not just the executive, are encouraged to attend and participate in the running of the club. The executive meeting will be held in the stately home of Peter Cassidy, 33 Hughes Avenue, Henley Beach at about 7:30 pm.

### General Meeting

Two Wednesdays after that (Wed. 7th June) we have the June general meeting to be held in the Jerry Portus room (off the cloisters, near the Sports Association and On Dit) at 7:30 pm. Come and hear Redmond Quinn discuss "**Aircraft Structures**".

### "Dawn Flight"

Because we have had so many members since we last showed "Dawn Flight", it's time for it again soon. Old timers will say "Oh no, not again", but Dennis and Andrew are both out of the country so they don't count.

For those that don't know, "Dawn Flight" is a short fantasy film about gliding, featuring some of the best stunt flying I've ever seen. When you see it, remember that not only are the gliders that you can see doing the stunts, but there's another one right behind, filming the action.

WARNING: watching this film can induce a condition known as 'Dawn Flight fever'; some symptoms are:

- 1.) Buying a pair of leather flying gloves.

- 2.) Measuring the distance from Lake Bumbunga to the nearest outlanding paddock.
- 3.) Not measuring the distance from Lake Bumbunga to the nearest outlanding paddock (real pilots thermal away afterwards).
- 4.) Saying, "That's nothing; watch me on the ridge, Saturday".

If you notice these symptoms in any pilot, you must immediately inform the CFI. The pilot must be prevented from flying until the condition subsides. Failure to do this may result in the broken pieces of a glider being picked up from between trees at the base of the ridge.

When will we show it? Probably at a monthly meeting or possibly up on field sometime. Stay tuned.



Northern Thailand  
21 April 1989

Dear Editor,

Against our normal background dangers of snakes, falling coconuts and (when in border areas) artillery shells and land mines, the quiet excitement of the AUGIC provides an attractive memory.

It is the dry season now and the thermals are really strong, so much so that they tear the dry fronds from the palm trees and scatter everything inside our workshop. If ever the Club decides to send up a glider on trials we could use it STOL and no landing strip would be needed.

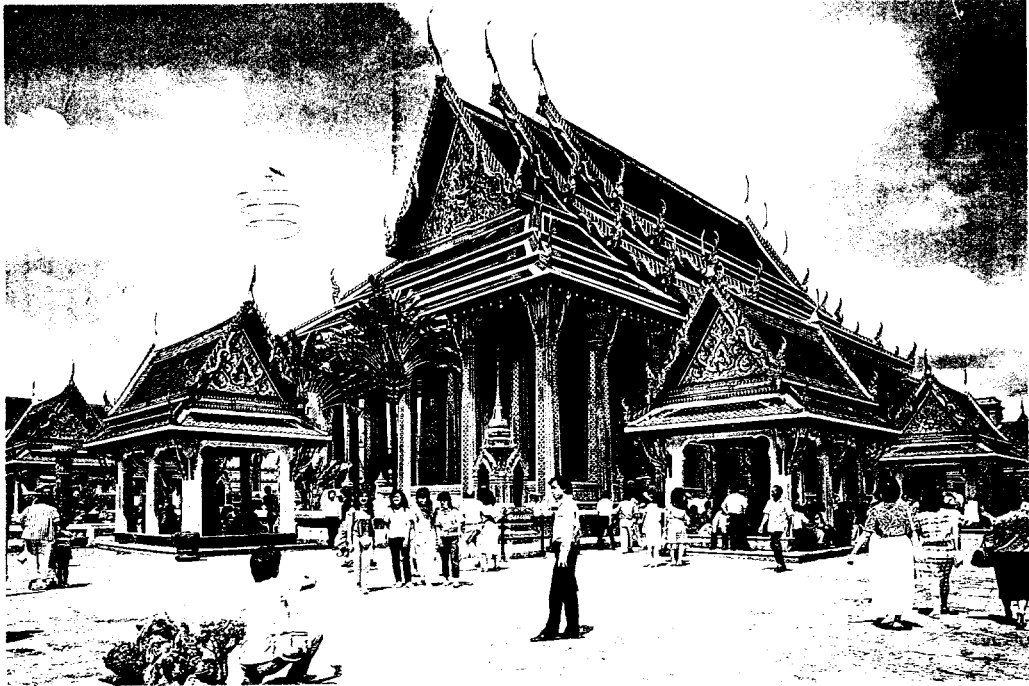
We hear Cathy and David are honeymooning up here and hope they might drop in. There has to be a cartoon there somewhere.

As we expect to return briefly to Oz early next year, that fond memory might be happily updated.

Y. o. s.

Don Hein

Ban Ko Noi



**BANGKOK-THAILAND**

Thurs 13/4/89

An Interesting VIEW of a part of Wat (Temple)  
PHRA KEO, at Bangkok, Thailand

Dear A.U.G.C.

Just look at those clouds! What a waste! Even a PIK could get away!! There are so many people here in Bangkok + so much traffic. The people are very poor all ~ 7 million of them, but do their best to extract as much money from the tourists as possible. Dennis, we have been to Pat Pong. You weren't kidding!! We've visited the temples, Snake farm (I both held the python), been shopping, rode on the ferry, tried Thai food + ridden around a lot on Tuk-Tuks. Those guys are maniacs. No road rules, no speed limit that I can tell. (Tuk-Tuks are 3 wheeled motor bikes). Saturday

We go to Phuket for a well earned rest. It has been 35°C every day - lovely!



Love Catherine + David

ADELAIDE UNI GLIDING CLUB  
C/- SPORTS ASSOCIATION  
THE UNIVERSITY OF ADELAIDE  
GPO Box 498  
ADELAIDE 5001  
AUSTRALIA

A-968



## Notes from the Treasury

The editor speaks but I can see the treasurer's lips moving. On the financial front there's good news and bad news. What do you want first? The bad news, OK. The bad news is that flying fees are going up again; the good news is that it's not your fees. Flying fees for non-members are being raised from their current level of about 50% greater than members' rates to being fixed at exactly double members' rates. This is to encourage visitors and friends who come to fly, to join the club (and at \$5 a head they would get that back in savings after the first one or two flights). What happens when a member pays for a non-member's flight is still the subject of some discussion.

All members are encouraged (cajoled, threatened) to pay for their flying on the day they incur it. Too many members have accounts in the red. (The treasurer particularly mentioned a couple of people whose names start with 'H'.) So if you want us to be able to insure our aircraft this year, pay up!

Please ensure that when a new member joins the club, that we get his/her name, address, phone number and, if applicable, student number and contact department written on the flight sheet; otherwise they cannot receive quality publications like this one. (On that topic, if anyone knows Juliet Milbank's details, could they please tell the treasurer.)

As decided at the AGM and with Dennis' departure, Terry Gould has assumed the mantle of head bastard — a position which I am sure he is eminently suited for.

## Vintage Regatta

Sixty years ago, as a result of an article published in the June 1929 "National Geographic", the first two gliding clubs in South Australia were formed. One of these clubs was the Adelaide University Engineers' Glider Club, who built their own primary glider from plans and flew it at a ridge soaring site at Sellicks Hill. In commemoration of the clubs' formation, the Adelaide University Gliding Club in conjunction with the South Australian Gliding Association are holding a vintage regatta over the Christmas - New Year week.

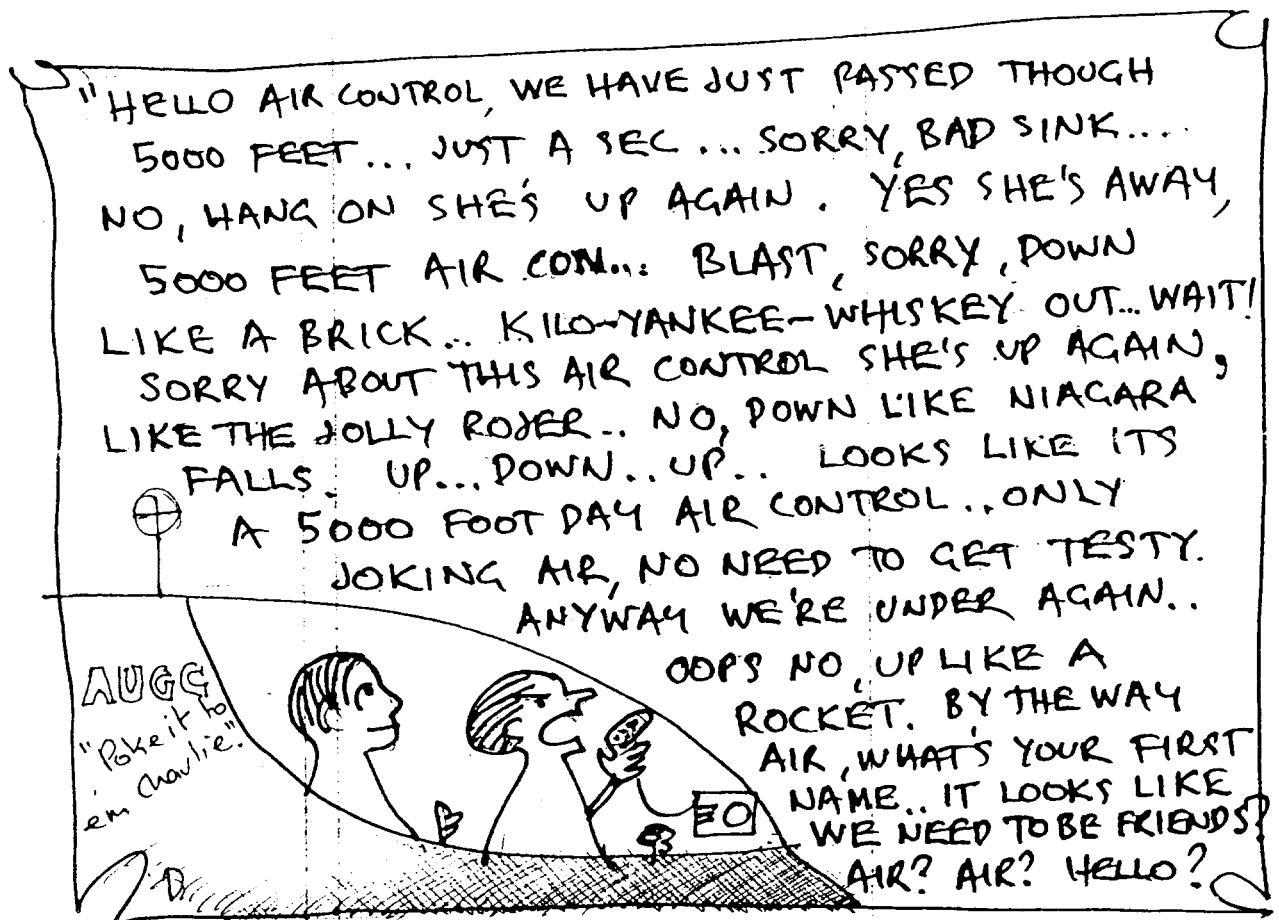
In August 1930, the AUEGC invited the then Governor of SA to one of their flying camps. He went. Similarly, AUGC has invited the Governor of SA, Sir Donald Dunstan, to our regatta and he has accepted our invitation (see overleaf). Vintage (older than 20 years) gliders from all over Australia will be in attendance, and there will be static and flying displays. I will publish more details as they become available. Large

numbers of volunteers will be required later in the year to help with the arrangements. On the day, it may be thirsty work, but don't worry, Coca-Cola are supplying drinks for the organisers. There is a lot to get finished even before the regatta. For example, the new winch, which has been in a state of 'will be ready in 6 months' since 1984, has to be completed. The regatta coordinator assures me that the winch engineer will have the second winch running by the regatta, otherwise he won't get any dinner.

Heard at the last exec meeting:

"Where are we about with the regatta, Catherine?"

"I don't know yet — I've been away with you, remember?"





GOVERNMENT HOUSE,  
ADELAIDE.

27 April, 1989


The Regatta Coordinator,  
Adelaide University Gliding Club Inc.,  
C/- Sports Association,  
The University of Adelaide,  
G.P.O. Box 498,  
ADELAIDE. S.A. 5000

Dear Madam,

Further to my letter of 14th March, 1989, I am now able to advise that His Excellency the Governor is pleased to accept your invitation to attend the vintage glider regatta to be held at Lochiel on Thursday, 28th December, 1989 and the timings of 2.00 p.m. to 4.00 p.m. have been allocated in our diary. My understanding is that a speech is not required on this occasion.

Could you please forward to me a provisional programme for the attendance of His Excellency at the vintage glider regatta by 28th November, 1989. To assist in the preparation of the programme I have enclosed a copy of information required for Vice Regal engagements.

Yours sincerely,

  
D.J. MACKAY  
SECRETARY

# Information

## Club Contact Numbers

President	David Conway	294 4828
Secretary	Peter Temple	344 8156
Treasurer	Terry Gould	381 2072
Social Convenor	Agata Jarbin	336 8131
<b>Club contact</b>	<b>Matthew Nicholls</b>	<b>297 0078</b>
Newsletter editor	Peter Cassidy	356 3382
Chief Flying Instructor	Redmond Quinn	344 5331
Lochiel airfield		(088) 26 2203

So you want to fly this weekend?

Then ring the club contact person between 8.00 pm and 10.00 pm on Thursday nights, so that he can organise car pools, instructors etc.

## Price List

Flying time:

Twin seaters	15¢ per minute
Single seaters	20¢ per minute

Launch	\$2.00
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Non-members' rates are double members rates.

Membership:

Students	\$5.00 per year
Non-students	\$50.00 per year

## \*\*\*\* Club dinner \*\*\*\*

Tai Pan Riverfront Restaurant

War Memorial Drive, North Adelaide

Wednesday, 17th May, 7:00 pm

Please ring Agata Jarbin if you are coming.