

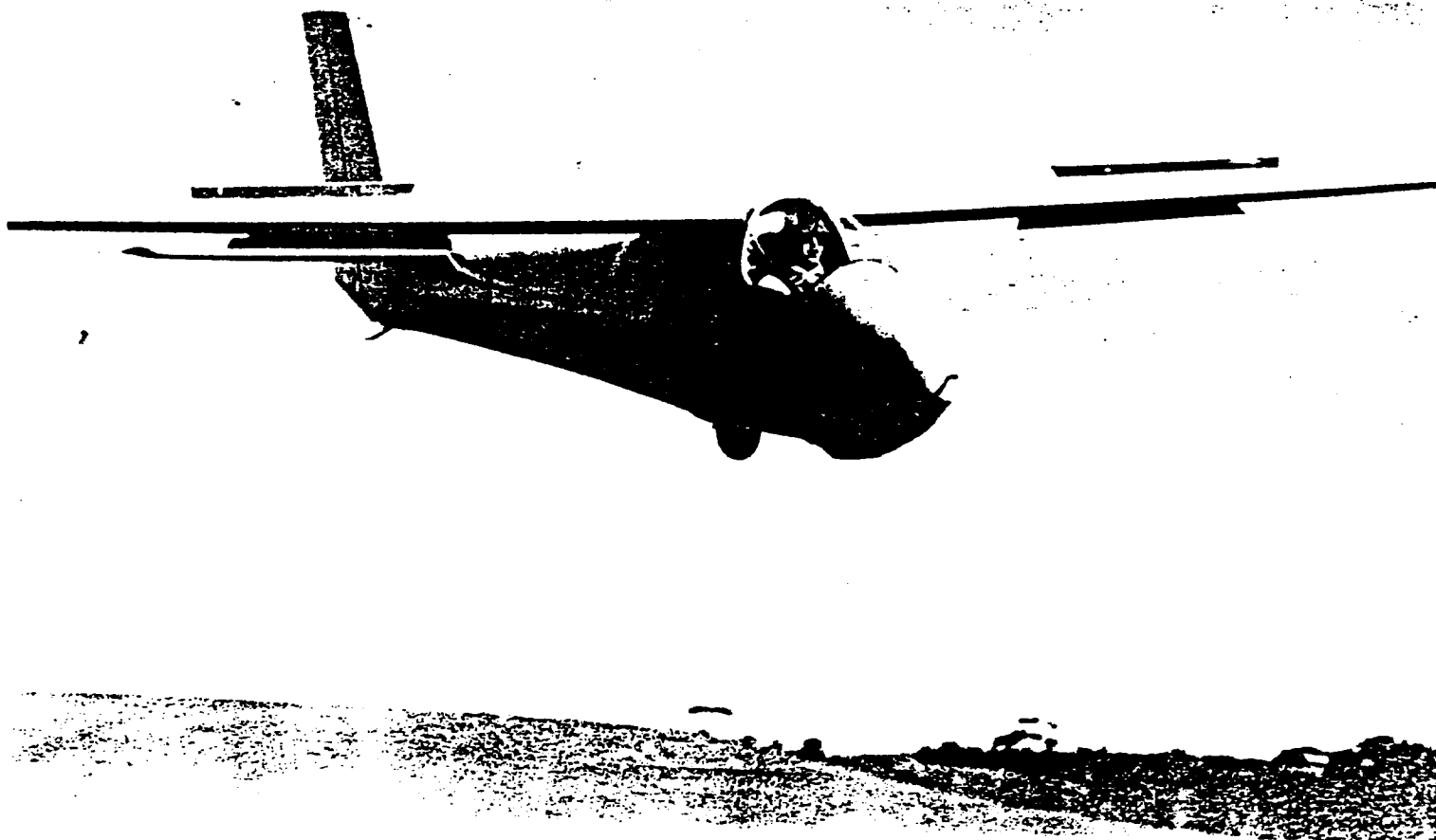
Uni Gliding

March, 1990

Vol. 15 No. 3

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An official publication of the Adelaide University Gliding Club Inc.

The Last Word

Well, this is my last editorial in my last newsletter. The AGM is next month, and a new executive is elected, as well as a new newsletter editor. Details of the AGM are given elsewhere in this issue.

As newsletter editor, I have had the opportunity to look back on the editorials of my predecessors and compare styles. Some of them are quite distinctive. For example, a Dennis Medlow editorial will start something like, "Once again the forces of goodness and niceness have overcome the forces of evilness and nastiness..", and finish with, "let's be real careful up there". Whereas Andrew McGrath would say something like, "I have usurped the pretender and once again sit upon my editorial throne, wielding my powerful typewriter in whatever cause it feels just to me at the time", or something like that. My editorials may have a distinctive style but for the life of me I can't see it. Perhaps bringing a new font is good enough. (In this case it's Palatino 12 point, my favourite font on the Macintosh.) Perhaps the new editor will have an IBM-PC or maybe just a typewriter (or crayons) and things will look different again. A number of this year's front covers were all digital affairs, the Mirage was scanned from a photograph, the undercart and the twin engine plane came from drawing packages and the infamous "Far Cu" issue was done with MicroSoft Word. Digital

front covers are a useful alternative to photocopying a photograph which may not give great contrast.

This has been a busy month as we expected with lots of new members trying gliding for the first time. Each weekend the instructors and passenger-rated pilots have been kept busy flying and beginning the training of new enthusiasts. Thanks go to Emilis for lending us a hand and his Blanik for the first few weeks of March to help cope with the demand for twin-seaters.

Some good weather has been turned on this March after a so-so summer. We had 8000' a couple of weeks ago, when we lost the Come-and-Get-It trophy to Bordertown. Keith Wills flew the 360 kms to our field on Saturday in a Nimbus II, and flew back again on Sunday.

The Bocian was out of action last Sunday with an overstressed rudder. All the trainees and passengers had to be accommodated in the Bergfalke. Everyone got to fly eventually, but it shows the need to have two twins flying at this time of year.

Congratulations to Bradley Gould for getting his passenger rating and to David Hulse for converting to the Libelle. Bradley Gould and Matthew Nicholls also achieved their Silver distances two weeks ago by flying to Crystal Brook and back in the Arrow (on separate

days). This was a great effort for the handicapped, Matthew is handicapped through not having arms, and Bradley is handicapped through not being able to thermal. (This has been a paid political announcement on behalf of the "Let's Sledge Bradley" Party, authorised by M. Nicholls.)

Private aircraft continue to multiply on field. Your illustrious editor, in partnership with David and Cathy Conway, has bought himself a glider. It's another Standard Libelle VH-GTX or "TeX" for short. It has just been refinished and looks a million dollars.

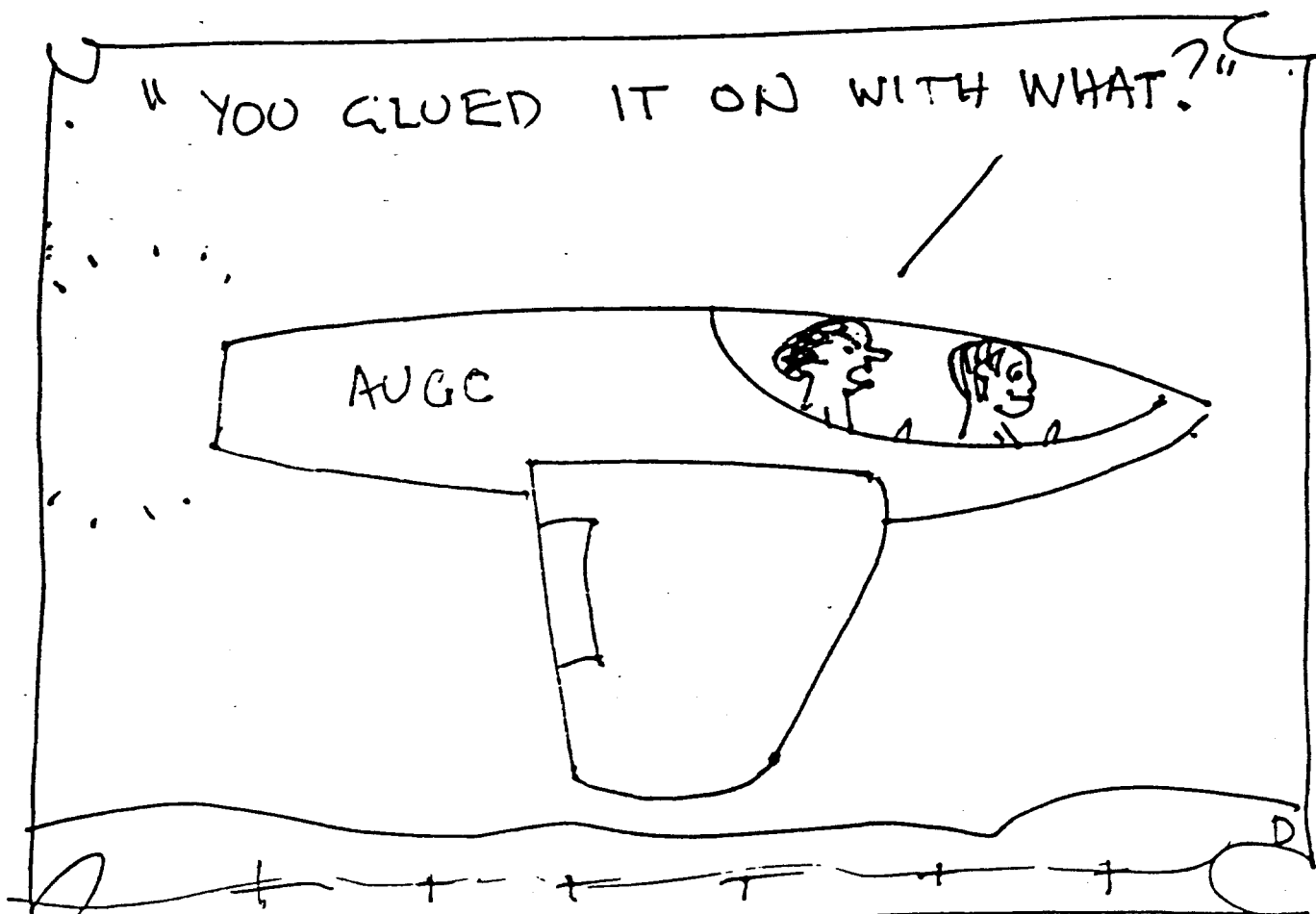
We seem to be naming our aircraft a lot more now. We have "OsKar", "TeX", "Charley" and "QueaZy". But I suppose it makes a lot more sense than referring to the club's Standard Libelle as opposed to the private Club Libelle or the private Standard Libelle. What's the Gould/Temple/-Hollands Boomerang going to be

called? Can you make something of VH-GPN? All PuNs will be gratefully accepted. Papa November is approaching completion and we should see it on field soon.

Thus my term of office draws to a close. If anyone has any complaints about this newsletter or thinks they could do a better job, I look forward to their election as newsletter editor for the coming year. Remember, folks, the AGM is on the 4th April, 7:30 pm in the Games Room of the Union Building (not the Dining Room as previously advertised). Come along and wield your power as a member. Members who have flying accounts in the red should bring some money as I'm sure the treasurer will remind us all that only financial members (i.e. in the black) are entitled to vote.

Au revoir,

Peter Cassidy.
Editor.



AIRWORTHINESS NOTE

Recently an astute Daily Inspection revealed a cracked alloy rudder hinge bracket on the Bocian, probably due to the condition of the Hangar end launch point. Remember, if you are doing a DI, you are taking responsibility for the airworthiness of the aircraft for that day. Make sure you are thorough, have good light or use a torch for those hard to see bits, and if anything appears unusual, investigate further or ask. Don't just look, but move, feel, press, listen etc.

Ian Linke and Redmond spent a considerable amount of time during the week fabricating a new steel bracket, which was installed on Friday night, to ensure the Bocian would be ready for the following weekends flying.

INSTRUCTORS PANEL NOTE

Despite the above dedicated enthusiasm, and a good turn out of new members, very few experienced members turned up on the weekend (as has been the trend recently). In fact we only had sufficient people to safely run the Bergfalke and the Libelle. The Bocian stayed in the hangar all weekend. This was very disappointing, especially as both days, particularly Sunday, provided strong thermals to 8500' in a sky studded with Cumulus from horizon to horizon.

We could have had every aircraft flying and done some impressive cross countries, given our new members an example of idyllic soaring conditions, as well as earning revenue for the club.

There are currently only three qualified instructors in the club. The number of days lost due to a lack of an instructor are minimal. This represents a dedicated effort on behalf of Redmond, Steven and myself, which none of us mind as long as everyone else helps out and we get some flying occasionally!

BUT, when I have to spend an entire weekend running about in hot, unpredictable conditions, overseeing the replacement of the Bocian's rudder, repairing the plumbing so everyone can enjoy a shower, spending SIX HOURS going hoarse with a sore bum in the back seat of the Bergfalke, occasionally hopping out to enjoy such spectacles as miles of cable wrapped around the winch, which sheared the brake line and sprayed brake fluid everywhere, and consequently having to perform a Grand-Prix oil change on the old winch to get it going, which ran out of fuel after its first launch anyway, while nervously keeping an eye on the rumbling cu-nims developing ominously nearby, raining profusely (only occasionally on us, fortunately), being advised of nearby micro-bursts, which caused sudden and annoying wind direction changes which resulted in changing from the Hangar end, to the Bute end, to the Gate end and finally to the Tree end (the intermediate ends with one launch each end).

It's a bloody good thing that cruising around in 8-10 Knots lift, with an eagle riding the vortex of your wingtip, under cloudbase at 8500' (even with a trainee) and doing aerobatics between streets of Cu, gives you the energy to put up with this sort of shit.

I don't think it's too much to ask, if the few of us who are prepared to bust our guts so everyone else can enjoy their flying, could receive some help so we can enjoy ours.

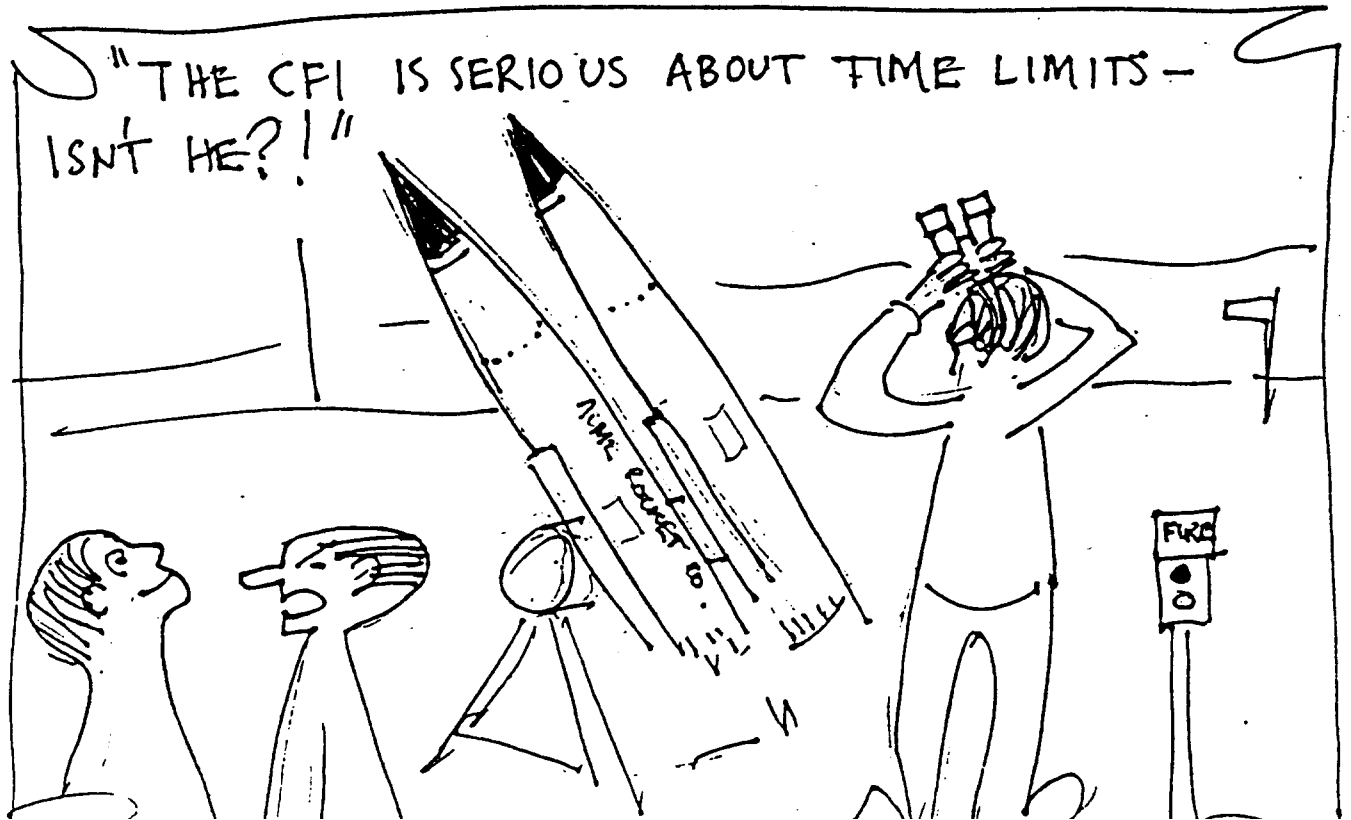
This is the busiest time of the year, with many new members coming to Lochiel for their first time. First impressions can make or break a potential new active member, and the success of the next year depends largely on our intake of new trainees now. These trainees will eventually become instructors, involved in airworthiness etc.

One member was heard to indignantly remark following O-week, that they wouldn't be at Lochiel on the weekend because they wouldn't get much flying. I wonder who gave up their flying to drive the winch and help with operations for his first few days at Lochiel?

DAVID CONWAY

(On behalf of the Instructors Panel)

P.S. Thanks to everyone who has been helping out.



How To Be a Newsletter Editor

So you want to be a newsletter editor, eh? You could certainly do better than the last turkey. Well, here's some tips.

Actually editing and composing the newsletter is a doddle compared to extracting articles out of people and distributing the newsletter once it has been made. The other big hassle is money. Paper costs money, photocopying costs money, envelopes cost money, stamps cost money and the editor's time is free. Trying to get as much of that free as possible is worth the effort.

Article extraction: Encourage (threats of violence are particularly effective) members to submit articles on various topics. Long articles like 'How I Achieved My Gold/Silver Flight' are good as well as short anecdotes, poems, songs, cartoons, humorous articles etc. Half page items are particularly useful as they slot in anywhere, fill gaps and fit nicely over the top of Don Hein cartoons which also take up half a page. Articles should have some kind of club or aviation flavour, but, in an emergency, you can take anything.

Layout: Not really a problem. Articles that are an exact number of pages leave no room for a trailing cartoon and may leave a double page looking too 'wordy'. A cut and paste job may be useful here, or some clever hacking on a word processor. Access to a word processor makes life a lot easier, but a typewriter, a pair of scissors and some patience will do. The newsletter must contain an even number of pages (using A4 paper) or a multiple of four pages (for A3). The editorial can always be padded with some junk to fill it out.

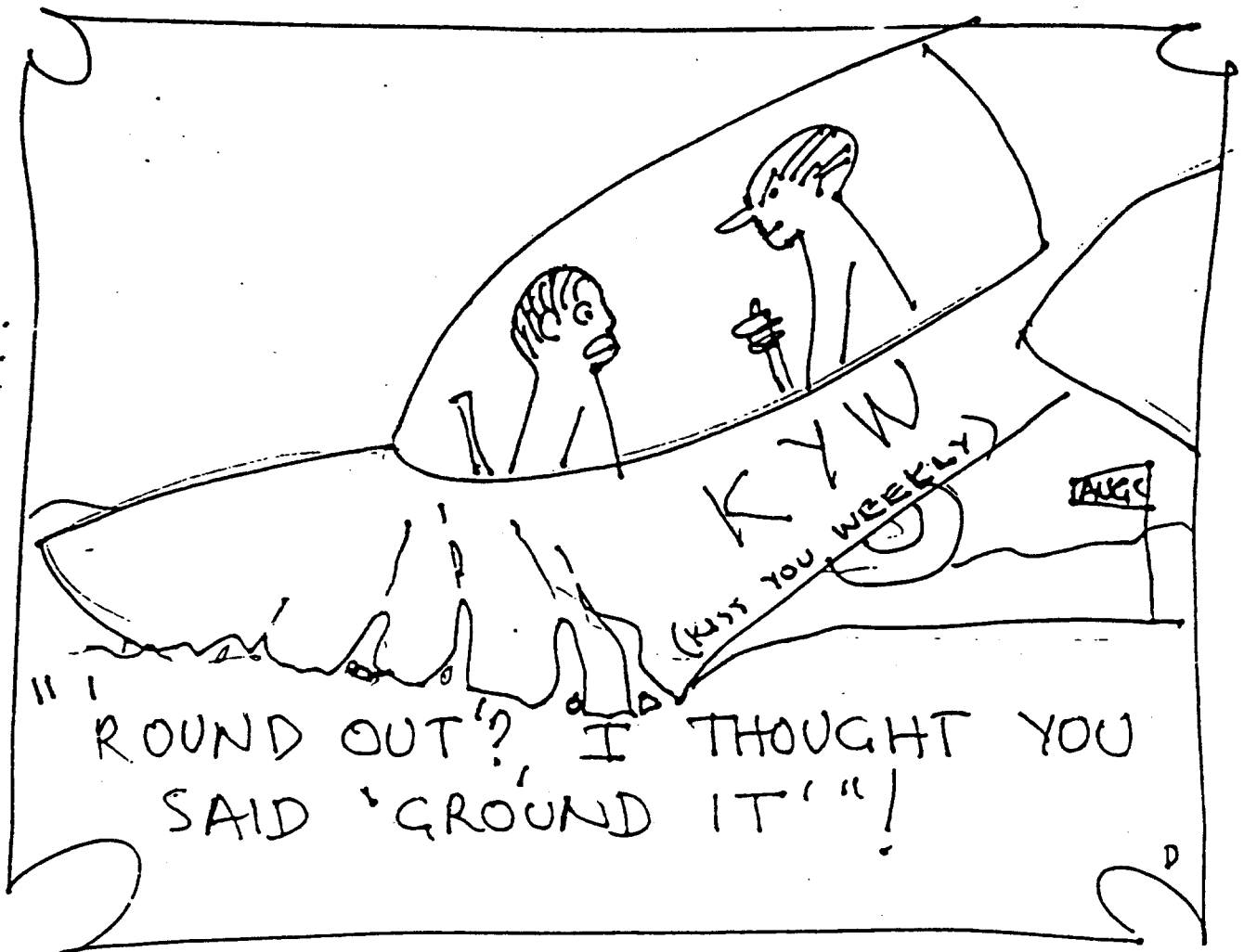
Content: The front page should contain the title, volume numbers, date and something saying that this is an official publication of the Adelaide University Gliding Club Inc. The 'Inc.' is actually a legal requirement (I'll bet you didn't know that). Each newsletter must have the contact person's phone number prominently displayed somewhere, other phone numbers and club info are generally useful. Upcoming events must be publicised (especially the AGM). Although the newsletter editor is not an executive position, it is a good idea to turn up to all exec meetings or you won't know what's happening. Articles, letters, club stats, minutes, president's reports (when available), scandal and innuendo fill in the rest. Publish a membership list as soon as possible after O-Week, so that people know who else is in the club. Write the editorial last so that other articles can be introduced and padding can be achieved.

Timing: I tried to get the newsletter out as soon as possible after the executive meeting in the month for which it is due. (No, don't laugh, I did try.) That exec meeting is a useful deadline for the submission of articles for that month's issue. Try to get the newsletter out monthly. Try to get it out promptly to ensure that the social events that it advertises are not in the past tense.

Duplication: Having typed/laserprinted/etc. the newsletter on an output device you have borrowed/stolen, try to find people in the club who have access to a photocopier. An issue done each month at a different workplace or perhaps twenty copies done separately at a number of places will save a lot of money. If you can find club members that can donate paper, this will cut costs; copying is cheaper if we supply the paper. If all else fails, the Sports Association, will copy for us. Double sided A3 is cheapest (particularly if we supply the paper).

Distribution: This can be a pain. Student's newsletters will go to their pigeonholes. However, the internal mail people may take a week to deliver, so a newsletter advertising an event that will occur soon may need to be hand delivered to pigeonholes. Find some regular members that can deliver to pigeonholes in their area of the University. Contact departments are often given incorrectly so check the list of students and their contact departments that is kept in the mailing room. (This is also good for finding out people's middle names etc.) Non-students will have to have their newsletters posted to them. Finding a member who can donate postage paid envelopes will save a lot of money here. After pigeonholes disappear in December, all newsletters must be posted. Organise members to hand deliver issues to people living in their area. Newsletters going overseas can be piggybacked onto letters that are written to these o.s. people.

In summary, if you can organise a willing team of workers, to do photocopying and distribution, you can sit back, wield your editorial pen, and have some fun.



THE VINTAGE GLIDER ASSOCIATION OF AUSTRALIA

Affiliated with the Gliding Federation of Australia

2 Heath Avenue,
Frankston, Vic. 3199

2nd March ~~1988~~ 1990

Dear Cathy,

Many thanks for your report of the regatta at Lochiel and the photos you sent. I appreciate them. However, you will have seen by now that I prepared my own report for both A.C. and "Vintage Times". I didn't realise you were going to write reports.

However, although your write-up on the regatta had already been covered by my report, I have included your report of the Bocian landing at West Beach in the April issue of A.G. together with a couple of photos. Also, some of the points you made in your regatta report were not in mine, so I have extracted these and used them, with some pics, as a page of bits and pieces also in April issue.

There is no doubt that the Lochiel regatta was the best the VGA has held. I've had comments from several of the people who were there, saying they really were impressed by the good organisation and the good time they had there. So congratulations are due to you and David and all the other A.U.G.C. members who worked so hard to make it all come to pass.

Keith Nolan is trying to arrange a vintage contest at Swan Hill for Easter. I hope he gets some support as it could be the beginning of a regular vintage contest.

I haven't heard from the Corowa people about the next regatta, but I expect we'll hear from them eventually. I'll try to have some news of it for the June issue of "Vintage Times".

With best wishes,



Allan Ash

AUGC Information

- Meeting for flying:** 7:30 a.m. Caltex service station, Pt Wakefield Rd., Bolivar. Saturdays, Sundays and Public Holidays. Car pool, passengers pay \$4 each way to car owners (or by arrangement)
- Contact Person:** Matthew Nicholls 297 0078
- Ring between 8 p.m. and 10 p.m. Thursday nights
Say what days you are flying and what travel facilities you have/need. He arranges car pools, pickups from the Uni footbridge, instructors etc.
- Fees:** Joining \$5 students \$55 non-students
\$2 launch, 15¢/minute for twin-seaters, 20¢/minute for single-seaters.
Non-members pay double (except for air experience flights). Free air experience (first 3) flights for those that joined in O-Week.
- Meetings:** General meeting: 1st Wednesday each month, 7:30 p.m. in the Jerry Portus Room, Union Building.
- Executive meeting: 3rd Wednesday of each month, 7:30 p.m. at an executive member's house. (ask someone)
- Maintenance:** West Beach Shed, University Playing Fields, Foreman St., West Beach.
- Airfield:** Follow the sign from Lochiel, go right at the T-junction, in the gate by the windsock and along the fence line to the clubhouse.
- Airfield phone:** (088) 26 2203 Let it ring until it stops, then ring again 5 minutes later, by which time someone will have got to the phone.
- Social members:** \$5 per year, fly at non-members rates (100% extra) but still get "Uni Gliding" (a quality publication).
- The Executive:**
- | | | |
|-------------|---------------|----------|
| President | David Conway | 294 4828 |
| Secretary | Peter Temple | 281 4411 |
| Treasurer | Terry Gould | 381 2072 |
| Social Cnvr | Agata Jarbin | 336 8131 |
| 5th member | David Hulse | 31 3312 |
| CFI | Redmond Quinn | 344 5331 |

A.U.G.C. Inc.
Annual General Meeting

Wednesday, 4th April, 1990

7:30 p.m.

**Games Room, Union Building
University of Adelaide**

Annual reports from the previous executive.

Elections will be held for the positions of :

President
Secretary
Treasurer
Social Convenor
5th Executive Member
Newsletter Editor

plus there will be the drawing of the club raffle

Minutes of the 1989 AGM will be available at the meeting.

This may be your only chance to meet Guy Harley.