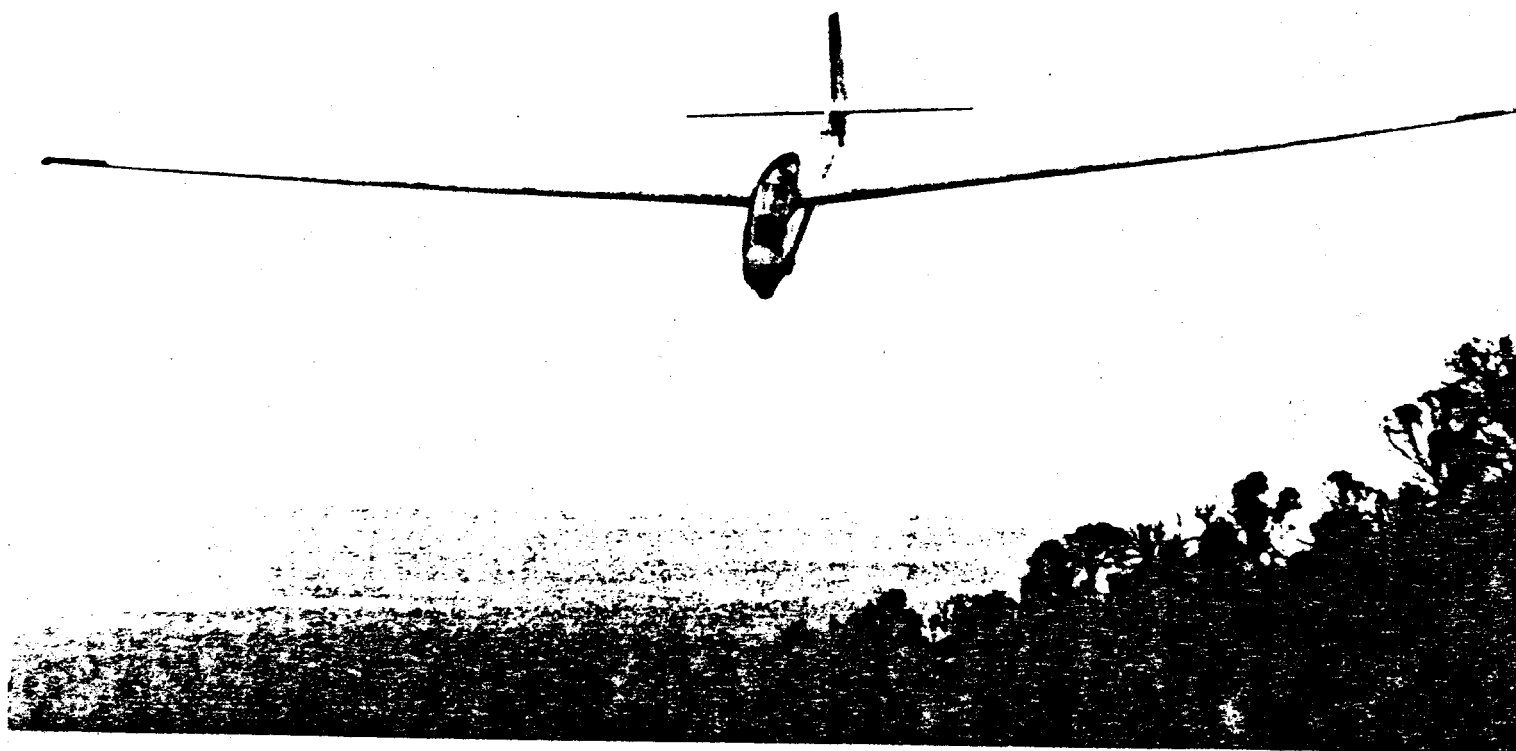


Uni Gliding
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March 1985

Official Journal Of The Adelaide University Gliding Club.



SPECIAL O-WEEK EDITION.

VOL. 10
No. 2

EDITORIAL

Well, here I am, back in the Editor's Seat again at long last. No longer do you have to put up with mere mortals creating your monthly masterpiece. (But thanks anyway, David, Mark and Bob, for relieving me of this slightly tedious job while I put my superior skills to organizing the State Sports Class Competition: in all my gratefulness, (Or should that be 'gratitude'?) I won't even criticise your diminutive efforts.). Ah - how good it is to be once more sitting here, typing away, listening to Tchaikovsky, wondering what to type...

At any rate, things have been very busy since you last heard; the club's new single seater, the Phoebus, has been busily flying cross-country and competing in various competitions. About twelve club members have recieved conversions to the aircraft.

Other progress has been made in other areas of the club as well; the clubhouse has been somewhat advanced, with windows being purchased for the southern end, and the phone being modified so as to allow easy movement from the fridge to the clubhouse (for those of you who are not familiar with the A.U.S.C. telephone, it has for the past umpteen years been kept in a fridge on top of the sandhill behind the hangar; we now have put a hundred metre extension cord on it, so we can put it in the clubhouse whenever required).

Perhaps it's about time that I explained just how this newsletter works; this is a club newsletter, and is written by members (not just me!). Anybody can produce an article for this production, and so what happens is that lots of articles, stories, poems, drawings, photos, cartoons, songs, money, etc. get sent into me, and then I (the Editor) decide what gets printed. (in practise, anything that isn't explicitly obscene gets printed). Submissions may be sent to me by any method, but it is usually simplest to leave anything in the Gliding Club pigeon hole in the Sports Association Office, on the ground floor of the Lady Symon Building, Union House. Your submissions can be about anything, or by anybody.

You may be interested to know that our President (all kneel), the glorious Nick Abbott, has returned (well actually, as I write, is about to) from his tax avoiding sojourn in South America, from high in the Andes to deep in the Amazonian jungle (they've caught up with you at last, Nick). Also, our esteemed Treasurer, (all spit) Russell Norman, is apparently still lost in the jungles of New Guinea, with no prospect of return until the end of the year. Don Hein, archeologist extraordinaire, has (for a change) disappeared deep into the jungles of Northern Thailand for an indeterminate period, hopefully for many years to come. (Some clubs don't seem to go to such lengths to spread the word of gliding throughout the world...)

Andrew

CLUB CONTACTS

Andrew McGrath	(Newsletter Editor)	356	2466
Dennis Medlow		261	9781
Jenni Sleigh	(Secretary)	79	4995
Mark Raftery	(Treasurer)	293	6236
Redmond Quinn		44	5331

INFORMATION FOR NEW MEMBERS

Why doesn't a glider fall out of the sky?

A glider is simply an aeroplane without an engine, and as such has all the controls and instruments of a powered aircraft (with, of course, the exception of a throttle and other engine related equipment). It should be realized that it is not the engine that keeps an aircraft in the air: it is the wings. An engine simply adds kinetic energy to the system. In a glider the kinetic energy is created from gravitational potential energy. This is just a complicated way of saying it turns its height into the speed necessary for flight, instead of turning fuel into speed. Thus, a glider flying free in still air is always travelling slowly downwards.

If, however, the air is not still, but in fact is rising faster than the glider is sinking, then the glider will be carried upwards with the air. This is known as SOARING flight, and if the rising air is consistent enough, a pilot is able to remain airborne as long as desired. Coming down again is much easier: if the aircraft is flown out of the rising air, it will simply slowly sink back downwards, travelling some 30 feet forward for every 1 foot down.

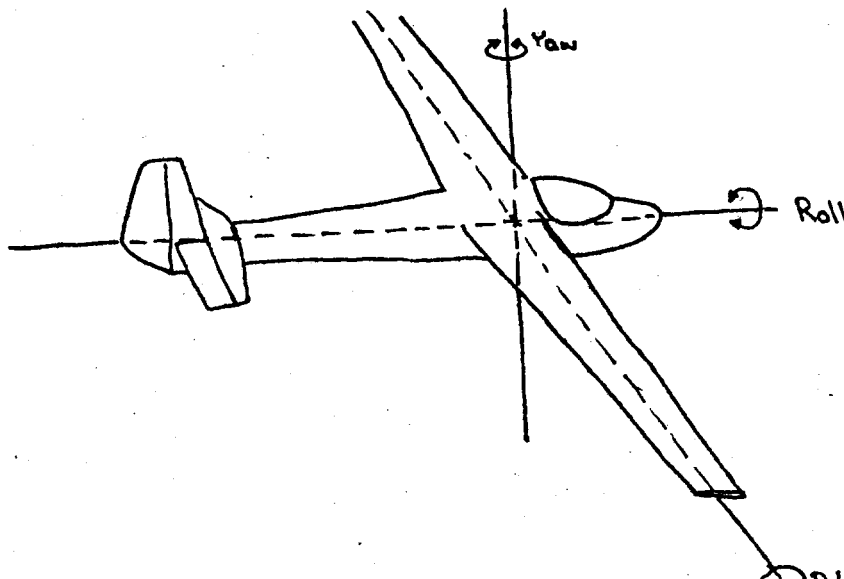
How does a glider take off?

There are a number of ways of getting a glider airborne. The most commonly known method is to tow it behind a powered aircraft on a couple of hundred feet of rope. This has the advantage that the glider can be towed to any height desired, and across country to any desired point of release - for a price. The upkeep and fuel of such a powered aircraft makes this technique (known as "aerotowing") prohibitively expensive for most university students.

We use a much cheaper and actually a safer method known as "winch launching". Here, a large engine, mounted on the back of a stationary truck, is used to wind in cable at a high speed, pulling the glider into the air like a kite. Using this technique, an average launch gets the glider up to about 1,000 feet although, given the right conditions, heights in excess of 3,000 feet have been obtained. At the top of the launch, the pilot may unhook the cable from the glider simply by pulling a handle, but if he fails to do this for any reason the hook will open automatically as soon as the cable starts to pull from behind.

How is a glider controlled?

Since an aircraft is a vehicle moving in three dimensions, controls are needed to move the glider about three axes:



- Pitch:** This is the axis about which the glider rotates to point the nose up or down. The glider's position in pitch; its "attitude"; is controlled with backward and forward motion of the joystick, or control column; this is a metal column rising from the floor of the cockpit; grasped with the right hand. Forward stick drops the nose, to increase the speed, and backstick raises the nose. Thus, the speed is controlled with the stick.
- Roll:** This is the axis from the nose to the tail; rotating about the axis puts one wing down and the other wing up, i.e. varies the angle of bank. Movement here is controlled by moving the control column from side to side: left stick puts one wing down, and vice versa. With the stick in the middle, the angle of bank remains constant.
- Yaw:** This is controlled with pedals: of which there are two, connected together. Pushing on the left pedal will point the nose to the left, and vice versa. Note that the glider does not necessarily go where its nose is pointing, although it should do so to be flying really efficiently. Simply depressing one or other of the pedals will result in the glider flying partly sideways.

All of these three major controls are used in co-ordination in normal flight. To enter a turn to the left for example, the glider is simultaneously banked and yawed to the left, by moving the stick to the left and depressing the left pedal. All of this sounds quite complicated, but with practise it becomes natural.

What instruments does a glider have?

A glider's instrument panel is much simpler than that of a powered aircraft because instruments like tachometers, fuel gauge, etc. are unnecessary.

The basic instruments are an airspeed indicator, altimeter, compass, variometer and a yaw string.

The airspeed indicator (ASI) is self explanatory it shows how fast the air is flowing past the glider. In no-wind conditions, this is also the speed relative to the ground, but with a headwind, the groundspeed is less than the airspeed, and with a tailwind, the groundspeed is greater than the airspeed. The ASI is calibrated in knots (100 knots is about 115 miles per hour).

The altimeter is also fairly simple: it shows the height above the launch point in feet. It has three pointers, somewhat like a clock: the longest of these indicates hundreds of feet, the next one points at thousands of feet, and the smallest indicates tens of thousands of feet.

Most people are familiar with a compass: its main use in gliders is when making long-distance cross-country flights.

The variometer is simply a very sensitive rate-of-climb indicator: it tells how fast up or down the glider is travelling: this is useful when the pilot is trying to find where the best lift is, for soaring flight. Variometers are often calibrated in knots -10 to +10.

The yaw string is one of the most sensitive instruments on the aircraft: it consists simply of a piece of string or wool taped to the centre of the canopy.

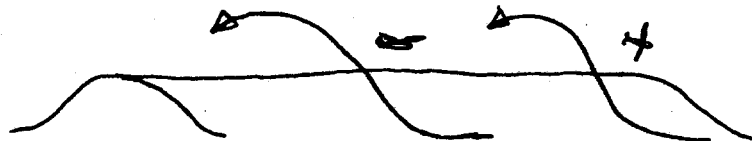
It is used to accurately determine the direction of airflow over the aircraft: an aircraft is not flying at maximum efficiency if it is flying slightly sideways, and so the pedals are used to keep the string in the centre.

Some gliders have other instruments as well, like artificial horizons, gyroscopic angle of bank indicators, and so on, but these are unnecessary in Australian conditions. All the A.U.G.C. gliders are also equipped with radio, for communication between aircraft and the ground, and between airborne aircraft.

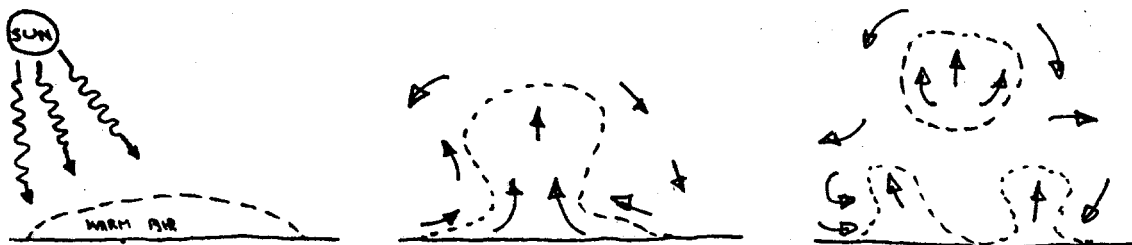
How does a glider soar?

As mentioned earlier, soaring involves flying in air that is rising as fast or faster than the glider is sinking. There are a number of things that may make air rise: the two ways most commonly encountered at our airfield are Ridge Lift and Thermal Lift.

Ridge Lift: A steady wind blowing onto the face of a long hill, ridge or cliff, etc., must flow up and over it. If the ridge is of sufficient size and steepness, and the wind of sufficient strength, then the air here is rising fast enough to support a glider flying back and forth along the ridge, several hundred feet above it. This is known as ridge soaring.



Thermal Lift: Because the sun heats the ground, the air close to the ground becomes warmer than the air above it. It is common knowledge that hot air rises, so if a sufficient mass of air is heated sufficiently, a "bubble" of hot air may break away from the surface to float upwards. A glider, if it finds such a thermal, can stay inside the bubble by flying in circles. If you see a bird circling without flapping its wings, (like an eagle, seagull, or vulture, etc.) especially on a hot day, then it is probably thermal soaring.

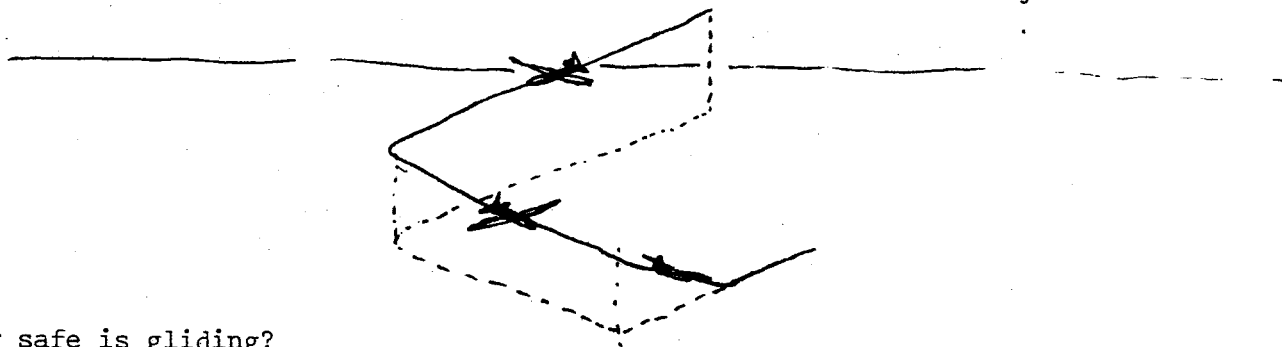


Heights in excess of 10,000 feet can be attained using thermals.

How does a glider land?

When a pilot decides to land, he flies the aircraft in a special rectangular pattern around his intended landing point, while still between about 700' and 1,000' above it, this pattern is known as a "circuit", and its purpose is to let

the pilot have a good look at his landing point, checking for obstacles, etc., and to set up the glider in a position from which it is easily landed. Because a glider is always both launched and landed into the wind, the launch site is normally also the landing site. When the glider is actually coming into land, another control is brought into play with the pilot's left hand: the airbrake. The name is somewhat misleading, since the airbrake does not actually serve to slow the glider down much. The airbrakes consist of large, flat plates that fold out of the middle of the wings, and are designed to reduce the efficiency of the wings, thus increasing the glider's rate of descent. The airbrakes are adjusted to aim the glider at a point on the ground in front of the landing site. Just before the aircraft reaches this point, it is "flared", or "rounded out", somewhat like a landing bird, to reduce the vertical velocity to zero.



How safe is gliding?

Gliding is a very safe sport, the most dangerous part of a day's gliding is the car trip to and from the airfield. The occupants of a glider are always firmly in place with a four-point harness, and if aerobatic flight is intended, parachutes are worn.

Before a glider is permitted to fly on any day, it must undergo a careful inspection by a qualified inspector, and every year it must have a very thorough complete inspection, for which it is necessary to completely disassemble the craft. A glider is a very strong type of aircraft, and most gliders are capable of simple aerobatics, like loops, spins, chandelles, etc., unlike many light aircraft.

What is the A.U.G.C.?

The Adelaide University Gliding Club was formed back in the mid-1970's to provide flying and flying training of a cost acceptable to most students. The club is an incorporated body, and owns three gliders: two of which are two-seaters for training purposes, and the other is a single seater for more advanced pilots. In the interests of keeping costs down, these aircraft are not the ultra-modern carbon fibre super ships possessed by some clubs, but are wooden aircraft: the newest being made in 1976, and the oldest in 1965.

The A.U.G.C. operates from an airfield near Lochiel, some 130km north of Adelaide. This site has several advantages: it is a long way from the airspace restrictions imposed by Adelaide Airport: it is a good sized paddock, with two airstrips each nearly a mile long: and it is alongside a ridge ideally suited to ridge soaring. The airfield, however, has not much in the way of facilities, although there is a clubhouse under construction by club members. Thus, any food and drink desired should be brought up from Adelaide.

There is normally flying on every day of every weekend, though a day may be cancelled if there are not enough people interested, for example, or if the

aircraft are undergoing inspection or maintenance. During term breaks and the Christmas vacation period, there is often a flying camp organised, whereby flying continues throughout the week, with accommodation free in the nearby shearer's quarters, where there are all the luxuries of home, including beds, stoves, fridge, hot water, etc.

How can I learn to fly with the A.U.G.C.?

The A.U.G.C. has a number of fully qualified gliding instructors, and two training aircraft. The trainee sits in the front seat of the aircraft, and the instructor has a duplicate set of controls in the back. Some aspects of flying can be taught on the ground, but most of the training is done airborne. In the early stages of training, the instructor will be doing the launch and landing from the back seat, while the pupil gets used to the feel of the controls in the air, practising turns, flying straight and level, and so on, with the instructor always ready to help if any difficulty is encountered. Gradually, the student is introduced to the more complex aspects of flight, like launching, landing, thermal soaring, emergency procedures and such like. When the instructor feels the student is proficient enough, the student will be allowed to fly the two-seater with no-one in the back seat: to go solo.

It normally takes in the order of 10 hours in the air to reach solo standard (about 60 launches) though this depends on the pupil, and how regularly training is undertaken. One day in a fortnight, or thereabouts, is normally considered just sufficient to make progress, and it is beneficial to occasionally spend a few days or even a week up at Lochiel when one of the holiday flying camps is organised. An average training flight is only of about 10 minutes, and you might get 3 such flights on an average day.

What licenses are required?

No license of any type is required to start training. However, at about the time of going solo, a pilot joins G.F.A., the Gliding Federation of Australia, at a cost of about \$35. This involves getting the monthly magazine "Australian Gliding", so the money doesn't all just disappear. Once a pilot has reached solo standard, there are a series of certificates of achievement that can be obtained: the A certificate, B, C, silver C, gold C and the three diamonds. Each of these certificates requires successively more difficult achievements: from the A certificate, which is the first solo flight, right up to the diamond height, which involves climbing over 16,400 feet, and the diamond distance, which involves a cross-country flight of over 500km. Before a pilot can fly cross-country solo, he must hold a C-certificate, which, among other things, involves an oral examination of the rules of the air.

Lochiel is a long way away, and I don't have a car. How do I get there?

A car-pooling system operates from Bolivar, on the Pt. Wakefield Road. Everyone travelling from Adelaide to Lochiel meets at the Golden Fleece service station (on the left, just a little way past the Bolivar Hotel) at 7.30 a.m. Everyone packs into a couple of cars and the rest of the vehicles are left at Bolivar. Each passenger pays the owner of the car \$4 for a round trip, to help cover petrol. Special arrangements are easily made for anyone who is unable to get to Bolivar in the mornings.

The entourage arrives back at Bolivar at any time between about 7 and 10 p.m. normally.

How much does all this cost?

The A.U.G.C. is the cheapest gliding club in Australia. Membership is only \$5 for a member of the Sports Association (all students already are). Flying is charged by the minute in the air, plus an additional amount for the launch:

10¢ a minute, and \$1.50 a launch

Thus, for an average day of 3 x 10 minute flights, the flying cost is only \$7.50.

Because flying is so cheap, the A.U.G.C. is unable to afford to have much maintenance done professionally. Thus, active members are invited to help with work on aircraft, clubhouse or other club projects occasionally.

Lawchair pilot

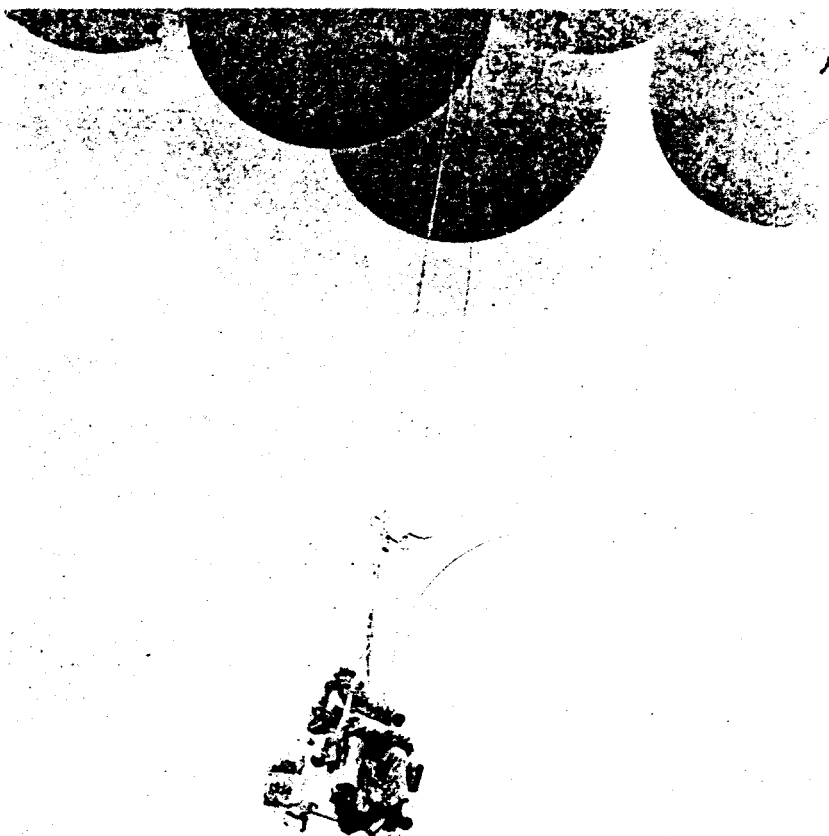
AT A recent hearing held by FAA in Los Angeles, Homebuilt Balloonist Larry Walters was cleared of two of the four charges made against him after his unprecedented July 2, 1982 flight to 16,000 ft. The unorthodox vehicle for the ascent—a Sears & Roebuck lawn chair supported by 42 weather balloons.

FAA agreed that the vehicle could be classified as an ultralight, which eliminated the necessity for a valid airworthiness certificate. And despite an FAA-solicited statement from a pilot who claimed to have extended his downwind leg in the Long Beach Airport traffic pattern in order to avoid the balloon's flightpath, it was ruled that a collision hazard never existed.

Two other charges were dropped in reaching a compromise settlement. One of those alleged violations involved operation in the Long Beach airport traffic area without two-way radio communication, though Walters had in fact contacted the tower via CB radio and land line link.

The vehicle's descent into this high density location became necessary when the "pilot" lost his sole means of control—a BB gun. Walters had begun a descent by shooting out several balloons, but after inadvertently dropping the gun, had no choice but to let the descent continue. The water ballast he had planned to use to check his downward progress could not be used.

A final alleged violation of the regs involved actual or potential peril to life and property. Walters, who wore a parachute for his epic adventure, landed his vehicle safely in a backyard



Ersatz Pilot Larry Walters, soaring above Los Angeles in his lawnchair built for one, scans the ground for the BB gun he inadvertently dropped from 16,000 ft.

of a crowded Los Angeles suburb. His loss of the BB gun from 3 miles aloft caused some FAA concern, however.

At the concluding hearing FAA agreed to drop the last two charges; Walters agreed to pay a fine of \$1500 in return for a clean slate. This was probably wise: Had the case gone to court Walters might have had to pay

\$1000 per violation in addition to court costs and lawyer's fees.

Now all Walters needs is a job so he can pay the debt. The balloonist, who is currently unemployed, declared bankruptcy after investing his total savings into what he terms "the fulfillment of a lifetime ambition." □

—Mark Patiky

ADELAIDE UNIVERSITY REGATTA ; 1985 STATE SPORTS/TWO SEATER CHAMPIONSHIPS

On Friday, 25th January, the Adelaide University Gliding Club opened it's first regatta in about four years. Considering that the uni. club has no established record of competitions, it was pleasing to see eight gliders assembled at Lochiel airfield for the first part of the 1985 South Australian Sports Class and Two Seater Championships.

Gliders ranged from Merv Gill's Spruce Goose to the Adelaide University Club's Phoebus C. Launching was by winch only, and this posed no real problems at all.

The weather on Friday was very promising, and a 267 km triangle, Lochiel - Riverton - Jamestown - Lochiel, was set. Graham Parker (A.S.C.) won the day, averaging over 85 km/h in his Sagitta. Ralph Crompton (Skylark 4) and Merv Gill (EP1) were still struggling back from Jamestown long after everybody else had finished, relaying messages through the University Phoebus, by now local soaring some 6000 feet over the field. Merv finally landed in a paddock some twelve kilometers North of Lochiel, and a crew was dispatched to retrieve him. After a long, heartfelt struggle, Ralph's Skylark at last found final glide and landed home some two and a half hours after the first finisher. Merv's crew, meanwhile, had been growing slowly more and more frustrated in their fruitless search for a Spruce Goose and accompanying pilot on the wrong side of the hills. Merv suddenly arrived on field, jogging down the track towards the hangar (still no sign of his crew). Graham Parker took Merv off to look for them. Some hours later, by now in the dark, the twelve kilometer retrieve was at last completed. Luckily, the barbeque had been kept warm...

The next day, Saturday, the weather didn't look quite as promising, with a front due late that afternoon, so only 155 km (Lochiel - Saddleworth - Kulpara - Lochiel) was set. Mark Forster (flying Graham's Sagitta) came unstuck first, landing about halfway along the first leg (earning himself a mammoth 204 points). Both the University Club's Bergfalke IV, and Ron Dunn's Duster abandoned the task along the second leg and struggled back towards home: the Bergfalke came down in the local ultralight flyer's airfield on the outskirts of Lochiel, cursing the big hill between them and home, while the Duster floated home just ahead of the front. All other gliders got around, some of them just catching the seabreeze for a tailwind down the short final leg: Emilis Prelgauskas winning in his Boomerang, at nearly 69 km/h.

On Sunday morning, the temp. trace showed that the front of the night before had stabilized the air dramatically. In view of the difficult looking conditions, an 86 km task was set for the lower performance gliders and a 131 km one for the hotter aircraft. By 12:30, still nobody had been able to get away from the airfield, (the seabreeze was just starting up, now), so Emilis decided that all the lift must be on the other (the Eastern) side of the ridge. His Boomerang was launched to about 1200 feet, then disappeared over the ridge. Emilis landed about eight km North of Lochiel, without encountering any lift. "No contest" was reluctantly declared.

The met. for Monday looked just as depressing as the day before, so a tiny 44 km was set (Lochiel - Bute - Snowtown - Lochiel). As it turned out the weather improved at about 2 p.m., and everybody except Merv in his Goose got around easily: Emilis went around twice. The report came over the radio that Merv had come down on the second leg "alongside the road". He wasn't kidding - his crew found that he had landed on the strip between the road and the first paddock! Today, his retrieve was more efficient: the Goose was back on the grid ready for another go only some hour and a half after his first launch. Unfortunately, the winch chose this particular moment to play up: the auto transmission died (well I suppose it didn't die completely - neutral still worked fine).

there just happened to be a spare transmission in the hangar (be prepared) and the winch was ready to go again in less than two hours: too late, unfortunately, for anybody to try the task again. Emilis won the day with his second attempt at the task, at just under 90 km/h! (Next best speed was achieved by Mark Raftery, flying the Phoebus, at only 72 km/h).

All in all, a very enjoyable extended weekend, perhaps to become an annual event for the Adelaide University Gliding Club. Thanks should go to all those who attended the competition, and to those who helped to organize it.

According to the State Regatta Rules, a minimum of five scoring days are required for a State Sports Class Contest: three of these have now been held this year, and the date and venue of the remaining contest days have yet to be decided. At the moment, Emilis Prelauskas is leading the State Comp., with 2921 points for the three days.

||

19-1-84

Dear Uni Gliding,

I thought perhaps it was time I broke my silence and revealed my whereabouts — South America or to be more precise, my current address is Potosi, Bolivia.

I'll explain a little of what I have been up to for the past 8 weeks.

Firstly, a week in Canada which was pleasant bar the expense. My intention was to find a gliding club to sample soaring à la Canada but my efforts in my limited time were unsuccessful.

And so to Peru. When you see the condition and manner in which most Peruvian machines operate, you wouldn't want to try soaring there — not that they probably have a club anyway.

At Nazca in Southern Peru I took a flight in a Cessna over the famous Nazca lines — the origins of which are still debated. The pilot delighted in flying to the lines at about 30 feet above the ground and proceeded to do "steep" turns (at higher altitude) to impress the passengers — but by soaring standards they were tame.

My Christmas was one I shall not forget in a hurry.

On Christmas Eve we camped high in the Andes on a snow bound ridge at 4600 metres. I have never felt so bitterly cold - I still haven't warmed up from it. Many people suffered altitude sickness and required a little oxygen although I was fortunate suffering no effects.

We woke on Christmas morning to a clear sky and tents + truck covered in snow.

But our Christmas adventure was yet to follow. At about 2.0'clock the truck lurched and skidded sideways into creek. The extraction of the truck required construction of two dams from rocks, weeds + mud to divert the flow and just over one days digging.

From Peru we travelled across the altiplano into Bolivia.

Near La Paz I saw the site of the Eastern Airlines New Years Day crash.

Also near La Paz I tried my

hard at skiing. The ski slope is the worlds highest at 17,000 feet and I soon discovered it was not one for the novice. I've never been quite so horrified in my life (even my own flying doesnt scare me so much) as I careered down the steep slope.

Fortunately I retired before I did myself an injury.

From Bolivia we travel across the Chaco into Paraguay and finally to Rio in Brasil. I can see my only chance of flying in S.A being in Argentina at Junin.

By the time this letter arrives the AVEC regatta should be complete. I hope it all goes well and the weather to appropriate.

By now the Phedrus should be well settled into its new home - I'm looking forward to having a look at it - or even in time to touch it.

I should be back on Friday, March 1st so put my name down for Saturday + Sunday.

Nick Abbato.

P.S I'm happy to man the dock for a few days in Oweek

Starting from Thursday 7th March, Dick Temple will be the contact number for Term 1. His number is 390 1827
Please call between 8 & 10 pm.

PROPOSED SCHEDULE OF FEES
BEING FOR THE AIRCRAFT, PHOEBUS C VH-GYB
RECENTLY ACQUIRED BY THE ADELAIDE UNIVERSITY GLIDING CLUB

1. The base rate of hire is 10¢ per minute of flight. Henceforward this shall be known as "B". The duration of a flight shall be as defined in the FAI Sporting Code.
2. Flights on certain days will incur a rate of hire greater than B.
3. A "Prime" day is defined as a day on which the probability of having a QFI on field at Lochiel is considerably greater than the norm, eg. Saturdays, Sundays, Public Holidays or any other day nominated more than two full working weeks in advance by a quorum of the executive. Prime days may be called without a quorum, if the executive can't be bothered, at a general meeting if at best 1/3 of the entire club membership or Guy Harley is present. Any flight on a prime day will incur fees at a rate of 1.5B, or 15¢ per minute.
4. If the aircraft is flown from a site removed from general club operations then normal club rates apply unless the flight takes place on a previously designated prime day in which case the executive is contacted to ascertain whether a QFI is actually available to instruct at Lochiel: if not, then the day is only pseudo-prime, and rates are charged at 1.35B.
5. If, on a prime day when the aircraft is flown at any location, no lift is encountered then at best the day is only semi-prime (if flown at Lochiel) or semi-pseudo-prime (if flown away from Lochiel with hypothetical instructor unavailable for instruction and/or supervision at Lochiel). A 7.5% reduction in fees is allowed on such days, only if approved in advance by a full executive or a sub-committee consisting of at least five financial members and/or Guy Harley appointed three weeks in advance by a full executive and a 2/3 majority at a special general meeting.
6. For any one flight there shall be a maximum charge as follows: on any prime or pseudo-prime day (not semi-prime or semi-pseudo prime, these are not subject to any maximum fee), the maximum fee shall be calculated as that cost equivalent to a flight of duration of N hours, where N is a number obtained by multiplying the height of the inversion (in thousands of feet) by the strength of the thermals (average rate of climb in knots), and dividing the result by the number of thermals taken during the flight (assume all thermals are worked to the top).
7. If a pilot neglects to record times when operating away from Lochiel, then he/she/it is charged for a flight of duration N hours, where N is to be calculated as in paragraph 6 using average values of thermals throughout the state on that day, except in the case of a semi-pseudo-prime day, in which N is taken to be one. The 7.5% discount is not allowable in this situation.
8. On a normal day, a maximum charge of M is allowed for any one flight, where M is the charge for a flight of duration 3 hours, unless lift is stronger than 7 knots in which case the day is quasi-prime, and rates apply as for a prime day.
9. No flying is permitted on semi-pseudo-quasi-prime days away from Lochiel with 12 Knot thermals to over ten thousand feet because the fees are too complicated to work out.

Minutes of the meeting of the Executive of the
Adelaide University Gliding Club Inc., on the
30th January, 1985 at 7:30 p.m. at the Secretary's
residence, Myrtle Bank.

EM1/85

Present: D. Conway (Acting President), J. Sleigh (Secretary), M. Raftery
(Acting Treasurer), A. McGrath, N. Boroky, P. Clarke, R. Quinn,
T. Nemeth, A. Rowan.

Apologies: There were no apologies.

1. Minutes of the Previous Meeting

RES.1 THAT the Minutes of the previous meeting be accepted as a true and
correct record.

A. McGrath/D. Conway
carried

2. Business Arising from the Minutes

There was no business arising from the minutes of the previous
meeting.

3. REPORTS

3.1 President: Reported that the competition went well organized, thanks
to Andrew. Thanks also to Redmond for attending two days
out of the four of the competition. The Phoebus has been
doing a lot of flying lately, it attended the National
Sports Class Contest at Ararat as well as the State
Contest at Lochiel.

He congratulated Paul Clarke, Andy Rowan, and Jenni
Sleigh on going solo.

David also commented that some progress had recently been
made on the clubhouse and the bocian.

3.2 Secretary: Reported that she was just finishing off the G.F.A.
annual statistics return, so could anybody who had been
cross country during 1984 and had not yet contacted her
please do so as soon as possible.

3.3 Treasurer: We currently have \$550 in our cheque account, finances
are in a satisfactory state.

3.4 Winch: The president reported that a new auto transmission was
fitted after the failure of the old one at the end of the
competition. Also, the truck clutch slave cylinder needs
repair.

3.5 Newsletter: Andrew reported that now that the competition was over,
he was taking over the job of editor again. Thanks to
David Conway, Mark Raftery, and Bob McKenney for producing
the last three newsletters while the usual editor was
organizing the competition.

4. General Business

A long discussion took place about the charges for the new aircraft,
Phoebus C VH-GYB, with the following scheme suggested -

Weekends and Public Holidays: 15¢ per minute
Weekdays: 10¢ per minute
Flights in excess of three hours are charged for only
three hours (i.e. maximum flight cost is \$27 on weekends.

and public holidays, and \$13 on weekdays.)

If the aircraft is removed from Lochiel, one person previously approved by the executive will be responsible for the aircraft until it is returned to Lochiel or to some other point approved in advance by the executive.

While the aircraft is away, it is assumed that it flies 3hrs. on every Saturday, Sunday, and Public Holiday, and is charged accordingly. Otherwise, normal rates apply.

If times are not recorded then the maximum fee is charged to whoever is responsible for the aircraft. Club flight sheets should be filled in for all flying of the aircraft.

It was suggested that flying in the twin seaters should remain at 10¢ per minute at all times, with a maximum charge for a flight of three hours.

The meeting was closed at 10:15 p.m.

Signed as a true and correct record

date

COMING EVENTS

March: * Wednesday, 13th - General meeting and introduction to the club for new members.

Saturday, 16th and Sunday, 17th - Barossa Valley Gliding Club Regatta; interested members should contact the executive.

* Tuesday, 26th - Introductory lectures night 1.
7:30; Control coordination and turns by Dennis Medlow
8:30; Circuit planning by Redmond Quinn
Tea, coffee, etc. will be available between the lectures.

April: * Tuesday, 2nd - Introductory lectures night 2.
7:30; Stalling and Spinning by Tim Parish
8:30; Launch procedures and emergencies by Guy Harley

Wednesday, 3rd - Annual General Meeting; election of officers and annual reports.

Note: Club meetings begin at 7:30 p.m., in the Jerry Portus Room on the ground floor of the Lady Symon Building, Union House.

The introductory lectures mentioned above are specifically designed for new members, and are also held in the Jerry Portus Room. A similar series of talks/lectures/seminars will probably be held in second term on more advanced topics; watch the newsletters for details.

The events marked with an asterisk '*' are particularly suited to new members.