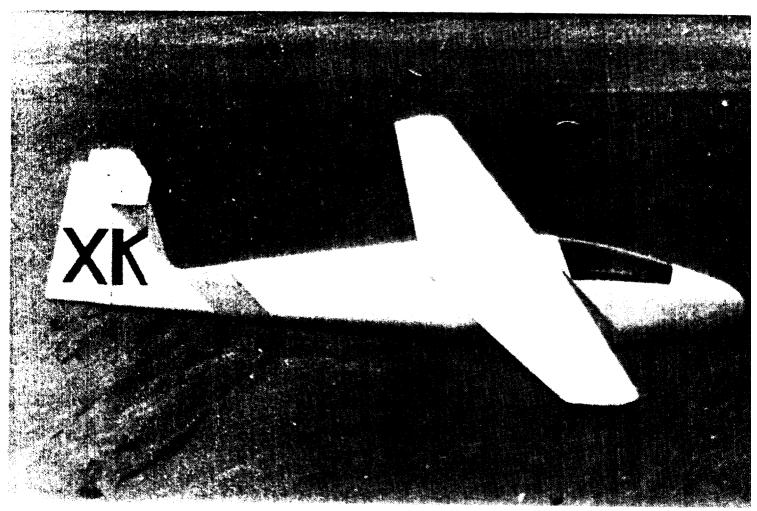
Uni Glidin

A publication of the Adelaide University Gliding Club II



Next General Meeting

August 198!

Wednesday 7th of August at 7:30 pm

Special Attraction: FILMS Dawn Flight

Juliet One-Niner ... and others !!

SPECIAL NOTE:

A decision regarding the Phoebus hire to WGC will be made at this meeting. All phoebus pilots should attend.

Next Executive Meeting

Wednesday 21st of August at 7:30 pm Venue to be announced

September General Meeting: Wednesday September 4th at 7:30pm

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Political Comment

McGrath Under Subversive Threat

In the past AUGC has been dominated by the conservative engineer based 'Transonic Elliptical Airflight (TEA) Party' (presently led by Andrew (Mad Hatter) McGrath), other faculties had little or no AUGC representation. The recent defection of David Conway to the Left Wing Popular Front for the Liberation of Unattended Gliders (PLUG), has produced an opposition to the Mad Hatter TEA Party that is no longer based on weak inter-faculty rivalry. In an attempt to derig the opposition, President McGrath (with wider powers of leadership after promotion at a Gawler meeting) in a secret meeting of the TEA party commissioned a report listing all groups currently active within AUGC. This report, previous classified, has been leaked to <u>Uni Gliding</u>, and interesting features from the report are reprinted below:

"Surveillance of the Lochiel Airfield over several weeks has revealed the presence of several groups capable of subversive action. These groups are:

Right Wing Militant Members of this group try to do as little as possible on field while demanding a flight at the best possible time during the day and complaining loudly about poor flights. Centre Wing The diligent workers on field, these people do most of the winching and other dull jobs (changing winch gaskets) on field during the day. These people do the least complaining about poor flights (even if they get one). (Eds note: Obviously includes instructors) An extremely dangerous group on field. Their Left Wing Feminists forward progress is harnessed by the right wing for political gain. However extreme radicals are protesting and it remains to be seen whether their on-field power base is sufficient to stop this manipulation by the Right. Extreme Tail End A group of experienced pilots who allow lesser (read 'inferior') pilots to call them AI's. Middle Of The Canopy A group of martyted AI's. This group has become active recently with 2 new members and the displacement of their principle member and Chief of many years GUY HARLEY by a relatively unknown political force REDMOND QUINN. Centre Of Gravity Currently de rigueur amongst the C of G's are long X country flights & outlanding at large farmhouses. This is mainly because until they are Silver C of G's they repell thermals when on X country expeditions.

"Right wing and left wing groups form the largest groups on field. Each group contains very extreme members known as 'ailerons'. These members exert considerable pressure however their influence is reduced by moderates known as 'airbrakes' (pockets of resistance to radical ideas).

"Before a party takes off a front man is chosen and the party platform is evaluated as to its ability to survive the political circuit. At this stage a backbencher could attempt a takeover bid, this is unlikely unless one wing drops. Recruitment of new members propells the party forward. Popularity of the party platform causes it to climb until it reaches the zenith when its political muscle is released.

"While soaring in popularity and especially in the tight turns of politics, it is possible for a wing to drop. The dropping wing stalls the platform causing a spinning spiral plunge. This is more sinister if the C of G has extreme tail end bias instead of centre wing support. In this condition recovery is almost impossible and backbencher support fails. Only one course remains, exert pressure on the middle of the canopy,

Membership List

Suppliment to <u>Uni Gliding</u> August 1985. Any errors, ommissions etc should be reported to Bob McKenney.

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The Ever Present Editorial

I have heard Mr McGrath called many things, but 'quick-thinking' has, up till now, not been amongst them.

The more astute (non-neanderthal) of our readers may have noticed that the issue date on the cover of this newsletter is titled 'August 1985' and not, as expected 'July 1985'. The change serves two purposes. Firstly it is an old publishing trick that when issues of periodicals get published further-and-further behind schedule you change the date to a month later and suddenly ... you're back on time. Secondly it will probably trick the Executive into thinking I published a July issue as well and thus consider me super-efficient.

Most of our readers are, unfortunately, too clever to be caught out with such a cheap journalistic trick. So for those clever types I must apologise, and please don't ring me in the dead of night asking why you haven't received your July issue yet.

On the lighter side, our club was visited by those bastions of the Grape, the Barossa Valley Gliding Club recently (see report elsewhere in this issue) who despite previous visits <u>insist</u> on comming back year after year. Whilst the visit was quite enjoyable for both clubs, there was one almost-incident I witnessed that brought home to me a very simple, but true fact. It doesn't matter how many hours of experience you have, it doesn't matter how many hundreds or thousands of flights you've made, it doesn't matter how many records you hold or badges you have, because it only takes <u>ONE</u> moment of carelessness at the wrong time to wipe all of it out ... permanently.

Lets be <u>ultra</u> careful up there

D. P. Medlow July 1985

Uni Gliding

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The Editor - <u>Uni Gliding</u>

C/o AUGC

Sports Association - University Of Adelaide

August 1985

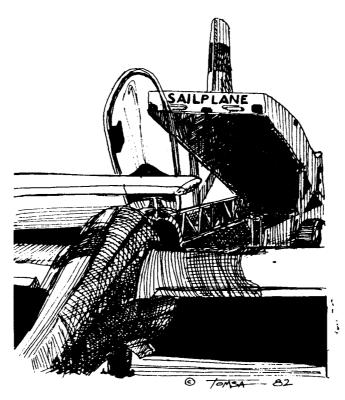
Front Cover Photo : Golf Xray Kilo, the Super Goose.

Martin Roberts	P.O. Box 29, BROOKLYN PARK 5032	0 8	356	6946
Bernard Rossi	16 Blyth St, GLEN OSMOND 5064	Ø 8	79	8918
Andy Rowan	34 Hill St, PARKSIDE 5063	0 8	274	1820
Jacques Sayers	ADDRESS UNKNOWN, C/o AUGC Pigeonhole			
Michael Schilling	5 Whiteleaf Crs, GLENGOWRIE 5044	Ø 8	294	5243
Jodie Semnler	4/25 Margatich St, CROYDEN PARK 5008	Ø 8	68 5	563
Jenni Sleigh	78 Ferguson Av. MYRTLE BANK 5064			4995
Carol Smith	15 Correa Ct, BLACKWOOD 5051	08	278	8857
Michael Stapleton	16 Kerley Crs, ATHELSTONE 5076	0 8	337	77Ø1
Paul Stephenson	111 Old Mt Barker Rd, STIRLING 5152	Ø 8	339	2827
Damen Svedgrass	46 Penington Tce, NORTH ADELAIDE 5006	Ø 8	267	2049
Mei Tang	187 Brougham Pl, NORTH ADLEAIDE 5006	0 8	267	1915
Nick Tembel	7 Russ Av. SEATON 5023	0 8	45	4571
Dick Temple	Rangeview Dr. CAREY GULLY 5144	Ø 8	390	1827
Peter Temple	Rangeview Dr. CAREY GULLY 5144	2 8	390	1827
Irene Thomas	3 Jersey Av. BRAHA LODGE 5109	Ø 8	258	2306
Kirran Trivedi	51 Finniss St, NORTH ADELAIDE 5006	0 8	267	3270
Steve Turner	18 Avalvara St, PARALOWIE 5108	0 8	250	2711
Brenton Vandepeer	17 Grandevie Dr. TEA TREE GULLY 5091	Ø 8	264	0270
Lynton Vonow	104 Jeffcott St, NORTH ADELAIDE 5006			
Anna Virhos	6/25 Clifton St, CAMDEN PARK 5038	0 8	29	4528
Penny Virhos	6/25 Clifton St, CAMDEN PARK 5038	Ø 8	29	4528
Alex Weissmann	42 Dulwich Av, DULWICH 5065	0 8	31	1230
Stephen Were	19 Burns Av, SEFTON PARK 5083	Ø 8	44	1540
Andrew Wigney	45 Brougham Pl, NORTH ADELAIDE 5006	Ø 8	267	3432
Phillip Wood	C/o P.O., ONE TREE HILL 5114	Ø 8	380	7330
Chai Dol Yeap	16 Sheffield St, MALVERN 5061	0 8	271	0 888
Gillian Yeo	75 Grenfell Rd, MODBURY HEIGHTS 5092	0 8	264	0 316
Adelaide Hills G C	P.O. Box 1, BRIDGEWATER 5155	0 83	89	2381
Adelaide Soaring Clb	P.O. Box 94, GAWLER 5118	085	22	1877
Balaklava Gliding Clb	C/o Post Office, BALAKLAVA 5461			5062
Barossa Valley G C	P.O. Box 728, GAWLER 5118			0 240
Bordertown-Keith G C	P.O. Box 377, BORDERTOWN 5268			1321
Millicent Gliding Clb	P.O. Box 194, MILLICENT 5280			2430
Murray Bridge G C	P.O. Box 552, MURRAY BRIDGE 5253			1993
Port Augusta G C	P.O. Box 272, PORT AUGUSTA 5700			6228
Renmark G C	P.O. Box 450, REMARK 5341			1422
Sunraysia G C ′	133 Langtree Av, MILDURA VIC 3500			7335
Waikerie G C	P.O. Box 320, WAIKERIE 5330			2644
Whyalla & Distrct G C	P.O. Box 556, WHYALLA 5600			9090
Beverly Soaring Soc	P.O. Box 136, BEVERLY WA 6304	096	46	1015
GFA RTO/Ops - Phillip B	eale			

7 Hemaford Grv, GAWLER EAST 5118

42 Heather Drv, PARA VISTA 5073

GFA CTO/Ops - Mike Valentine Bld 130 Wirraway Rd, ESSENDON AIRPORT VIC 3041



Air worthyness

By Dick Temple

BergFalke: Nothing major to report.

Phoebus: A few weeks ago, the undercarriage handle broke as the gear

was lowered in flight. By holding the lever in the down position, the quick-thinking pilot was able to land without

damage to the aircraft. The handle was repaired and

re-installed two weeks later.

Rigging the aircraft is still difficult, but not as bad as previously. This will still need further investigation.

Bocian:

Andrew Sawyer has inspected the fuselage again and we will probably be replacing only 5 of the cables. Most, if not all, of the pulleys will be reusable. The cockpit walls will be fitted with doubler ply to prevent further damage from heavy footed pilots. A letter has been sent to Tocumwal, enquiring about blowing a new front canopy.

Daily Inspectors Please remember to check all items noted for daily check in the DI certificate. It is easy to forget these, BUT DON'T. By the way, has anybody received their new DI certificates yet?

Ed's Note :

Dick had previously typed this article up on a vintage 60 year old typewriter, but as I had time to retype it using state-of-the-art electronic word processing (plus the oppurtunity to add numerous spelling errars) you will not notice any degradation in the print quality.



SOARING SPECTACULAR '85.

Dear People,

As you are probably aware, the GFA is running a Soaring Seminar at the RMIT in Melbourne on the weekend 5th & 6th October, 1985 called "Soaring Spectacular '85."

This is a great opportunity for GFA members to get something back from our World Comps representation, hearing directly from our team members the changes in World Gliding which will affect our sport in the future and how our pilots shape up in World Standards.

"Not more competition" I hear you say, well don't worry. Of course modern competition techniques are directly related to the techniques used for successful X-Country and Soaring flights, but even if you are not convinced of this, Soaring Spectacular has a lot more to offer.

Wave and hill Soaring techniques - go for that diamond height or that exhilerating course along the slopes. Do it safely with full knowledge of Aviation Medicine as applied to these areas and the more normal hot/dry weather of our summer period.

Learn about the <u>structural limitations</u> of the aircraft, very important for people pushing at high speed or trying aerobatics.

Thermalling and cross country flying relies on your knowledge of <u>Meteorology</u>, find out about <u>thermal structure</u> and the latest research on the <u>convective boundary layer</u>.

<u>Instrumentation</u> is progressing faster than any of us can keep up with, learn the latest improvements, how to use them and more importantly how to install them so that they work.

Into <u>Homebuilding</u> or <u>maintenance</u>? The homebuilders workshop will give you the ideas, and the experts to talk to about your problems.

Safety, Parachuting and glider modifications are all included.

The cost of the seminar is only \$35 per person for the two days, great value and certainly worth every cent.

Cheaper airfares can be provided, accommodation in private homes for out of towners should be available upon request.

Send cheque for \$35, made payable to "T. Cubley SS85", P.O. Box 233, BACCHUS MARSH, 3340.

Individual programmes and further information will be posted to you.

Ops Notes

1 Flight Sheets

Will ALL PILOTS PLEASE make sure that the names and times of flights are recorded on the flight sheet.

2 Fence Track

Several naughty people have been driving on the paddock next to the fence track instead of on the track itself. PLEASE ... drive on the track or on the strips, NOT the paddock.

A Message From The Instructors Panel

These items have come out of a recent instructors panel meeting. You are asked to read, absorb and conform with the following:

1. Reeling In Cable

If a cable break occurs or a glider releases a cable and lands further down the strip than normal there is a danger of snagging the glider if the cable on the ground is reeled in. When this situation occurs the winch operator must leave the cable on the ground until the pilot in charge of the glider passes a message on to say that the cable is clear of the aircraft. If radio communication is not available between the aircraft and the winch a delay in operations is better than a bent aircraft. If the cable is clear the pilot should communicate this to the winch as quickly as possible. If there is any doubt wait until the aircraft is clear. At any time a cable end or a tow rope is being dragged by a car, care must be taken to keep clear of aircraft on the ground.

2. Beat Ups & Hanger Runs

High speed low level beat ups followed by a pull up to join a low-level circuit will not be tolerated. Except in the case of cable breaks or other emergancies all circuits will be commenced from a conventional circuit joining height. Extended low level flying in ground effect on final will be permitted under the following conditions:

- * No low level flight takes place over people on the ground in particular the launch point and the winch
- The landing must first be discussed with the instructor in charge.

The instructor in charge may veto your intentions or ask you to modify them. Don't be too peeved if this occurs. After all we all like one piece aircraft.

3. Spins & Other Aerobatics

All aerobatics including spins will be cleared by the instructor in charge before they are carried out. We require that you maintain your spin recognition & recovery capability, so that provided proper height is available no difficulty should be encountered in getting permission to spin an aircraft. The instructor will want to know how much rotation is intended before recovery is initiated. When the Bocian returns to service training in other aerobatics will be resumed on an oppurtunity basis.

SAT.	5th	OCT.

0830	Registration
0900	Opening/Introduction - Mr. Eric Stokes, Civil & Aero dept. RMIT
0910	World Comps report, Rieti. Team Manager - P. Griffiths Team pilots
1200	Lunch
1300	Wave flying - B. Wrenford
1400	Flight Loads - J. Buchanan
1500	Introduction to RMIT Janus project
1515	Visit project in small groups/afternoon tea
1600	X-C techniques. Question and Answer Session. Rieti Team pilots.
1730	Drinks, Social Gathering
1800	End
1930	Evening Dinner - Guest speaker - Wally Wallington (Austraglide '86 & Benalla World Comps

SUN. 6th OCT.

Morning session Econsists of two programmes, run concurrently.

0900 0930 1000 1030	C. of G changes and other Modifications. M. Burns Parachutes - proper care and use Safety in gaggle flying. M. Valentine Morning tea O900 Homebuilders Workshop (Various speak organised by Gary Sunderla
1045	Thermal structure, Structure of the Convective B.L R. Dorning
1145	Aviation Medicine - M. Giles
1230	Lunch
1330	Instrumentation - M. Borgelt
1445	Afternoon Tea
1500	Question and Answer Session. Panel composed of all previous speakers.
1650	Closing
1700	End

The Back Page

One of our more-famous pilots seen here in a relaxed moment modelling the new improved Instructor Suppliment Device marketing by Quinn Flying Industries. This state-of-the-art totally electro-mechanical VLSI micro-processor user-driven device is now available for general distribution direct from the manufacturer.

The ISD can be used by all pilots, regardless of experience, and can be discretely hidden inside parachutes to avoid embarassment.

The ISD uses mylar-film technology to store and forward instructor-type messages to the pilot, such as 'keep your string STRAIGHT' or 'watch your speed' or 'what the &*%! are you doing ??' so that the pilot can still have that sense of terror and frustration, even when flying single seater aircraft.

A new series of 'personality' sequential RAM program packs are soon to be released for the device :

Bob Hawke gives advice on landing Ronald Regan on cross-country Guy Harley's favourite sayings

Orders (with cash, no cheques please) may be forwarded to:
 QFI Enterprises
 Small tin shed behind the hanger
 Bute Airfield

Please allow several weeks for delivery and then some.

