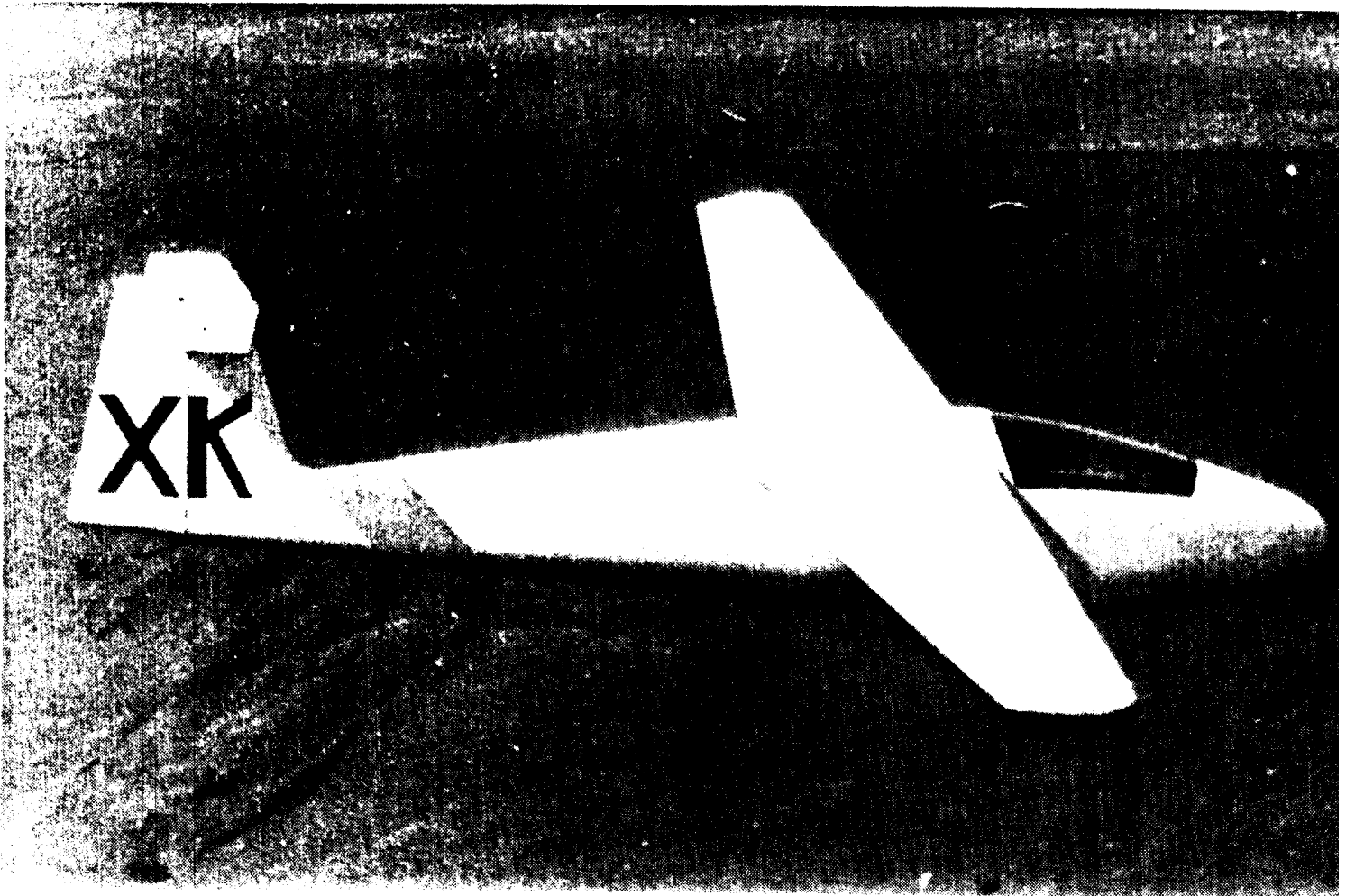


Uni Glidin

A publication of the Adelaide University Gliding Club Inc



August 1981

Next General Meeting

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 Uni Gliding, 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:

<u>Right Wing Militant</u>	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.
<u>Centre Wing</u>	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)
<u>Left Wing Feminists</u>	An extremely dangerous group on field. Their 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.
<u>Extreme Tail End</u>	A group of experienced pilots who allow lesser (read 'inferior') pilots to call them AI's.
<u>Middle Of The Canopy</u>	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.
<u>Centre Of Gravity</u>	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 repel 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 Uni Gliding August 1985.

Any errors, ommissions etc should be reported to Bob McKenney.

John Abbenante	35 North St, HECTORVILLE 5073	08 336 3175
Nick Abbott	P.O. Box 44, CLARENDON 5152	08 383 6236
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Mike Barnden	11 Adelaide Rd, MALLALA 5502	085 27 2237
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Neil Boroky	C/o 6 Wilson Avenue, FELIXSTOW 5070	085 32 4255
Peter Brooks	35 Snows Rd, STIRLING 5152	08 33 9425
Ian Button	11 Monaco Crt, GRANGE 5022	08 356 3848
Ralph Cardillo	29 Winzer St, SALISBURY 5108	08 250 4513
Virginia Castins	23/383 Cross Rd, EDWARDSTOWN 5039	08 297 8025
Paul Clarke	21 Quick Rd, MITCHELL PARK 5043	08 277 1391
Chris Clarkson	53 Elizabeth St, NORWOOD 5067	08 332 7275
Martin Cughlan	48 Swain Av, ROSE PARK 5067	08 332 3131
Rod Connolly	12/4 Loch St, STEPNEY 5069	08 42 5868
David Conway	187 Brougham Pl, NORTH ADELAIDE 5006	08 267 1915
Julian Cooper	3 Salter St, KENSINGTON 5068	
Rachel Coton	2 Beta Cres, PANORAMA 5041	08 277 2486
Paul Daman	12 Hughs St, LINDEN 5065	08 79 6684
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Nick Ellis	99 Beafield Rd, PARA HILLS WEST 5096	08 250 1469
Peter Evans	11 Stanley St, WOODVILLE 5011	08 45 9442
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Jordi Evins	32 Seaview Rd, LYNTON 5062	08 277 9707
Kevin Frost	11 Tucker Rd, NEWTOWN KADINA 5554	088 21 2228
John Galluccio	9 Marion Rd, PAYNEHAM 5070	08 336 2657
Bob Giles	27 Collingbourne Dr, ELIZABETH VALE 5112	08 255 3233
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Martin Gregory	13 Jackson Ave, COROMANDEL VALLEY 5051	08 278 3622
Guy Harley	29 Hermitage Rd, AULDANA 5072	08 332 5552
Brian Hillier	8 Nolan St, WEST LAKES SOUTH 5020	08 49 1951
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Mark Jenkinson	65 Valley View Dr, HIGHBURY 5089	08 364 3259
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ALBERT LEE	2/120 Yainy St, PARKSIDE 5063	08 271 1100
John Lindsay	2 Canterbury Av, TRINITY GARDENS 5068	08 332 9228
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Peter Mahoney	60 Lucas St, RICHMOND 5033	08 43 3352
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Derele Nagle	16 Jessie St, SEACLIFF PARK 5049	08 298 2932
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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 insist on coming 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 ONE moment of carelessness at the wrong time to wipe all of it out ... permanently.

Lets be ultra careful up there

D. P. Medlow
July 1985

Uni Gliding

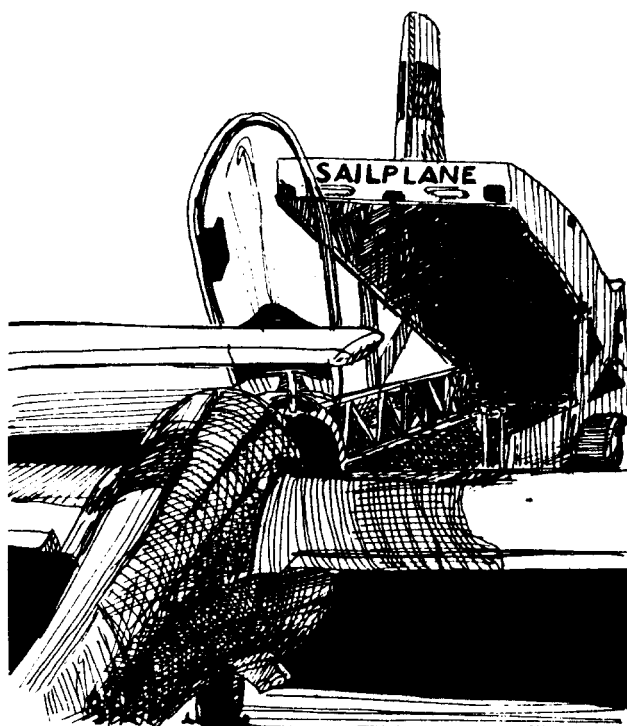
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All articles & letters can be addressed to:
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C/o AUGC
Sports Association - University Of Adelaide

August 1985

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

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Jenni Sleigh	78 Ferguson Av, MYRTLE BANK 5064	08 79 4995
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Adelaide Soaring Clb	P.O. Box 94, GAWLER 5118	085 22 1877
Balaklava Gliding Clb	C/o Post Office, BALAKLAVA 5461	088 64 5062
Barossa Valley G C	P.O. Box 728, GAWLER 5118	085 64 0240
Bordertown-Keith G C	P.O. Box 377, BORDERTOWN 5268	087 52 1321
Millicent Gliding Clb	P.O. Box 194, MILLICENT 5280	087 33 2430
Murray Bridge G C	P.O. Box 552, MURRAY BRIDGE 5253	085 32 1993
Port Augusta G C	P.O. Box 272, PORT AUGUSTA 5700	086 43 6228
Renmark G C	P.O. Box 450, REMARK 5341	085 85 1422
Sunraysia G C	133 Langtree Av, MILDURA VIC 3500	050 25 7335
Waikerie G C	P.O. Box 320, WAIKERIE 5330	085 41 2644
Whyalla & District G C	P.O. Box 556, WHYALLA 5600	086 45 9090
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GFA RTO/Ops - Phillip Beale		
	7 Hemaford Grv, GAWLER EAST 5118	
GFA RTO/Air - Bronte Woods		
	42 Heather Drv, PARA VISTA 5093	
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 opportunity to add numerous spelling errors) you will not notice any degradation in the print quality.



T. Cubley SS85
P.O. Box 233
B/MARSH. 3340

27th July, 1985

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 exhilarating 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 structural limitations of the aircraft, very important for people pushing at high speed or trying aerobatics.

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

Instrumentation 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 Homebuilding or maintenance? 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.

T. Cubley

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 emergencies 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 opportunity basis.

Redmond Quinn .. CFI

SOARING SPECTACULAR '85

OCT 5th/6th 1
RMIT MELB.

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 consists of two programmes, run concurrently.

0900	C. of G changes and other Modifications. M. Burns	)	0900	Homebuilders
0930	Parachutes - proper care and use	)		Workshop
1000	Safety in gaggle flying. M. Valentine	)		(Various speak
1030	Morning tea			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 Supplement 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 embarrassment.

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.

