

The Ever Present Editorial

....Searches through old books and magazines....interviews with imaginary gliding personalities....the periodic harassment of AUGC officers and others for reports and (other) printable material....the shooting of film, and subsequent hours in a darkroom....arguments (er..discussions) with other "Uni Gliding" staff....quiet nights spent at a typewriter or word-processor....cartoons,sketches and attempts thereof....a few pages of printable newsletter material and several bins of waste-paper.... mass-photocopying and enveloping....

So why is this page headed EDITORIAL? Most people would think the person responsible for this article simply had no idea of what "editorial" actually meant. They would be wrong because I looked it up last week. Others would say that "editorial" had been confused with a description of the joys associated with being a Uni Gliding editor. But the real reason for this "non-editorial" is the slight communication gap between the joint editors of Uni Gliding. To be more specific,I cannot write a *proper* editorial because I don't know exactly what this edition will contain.In fact,I don't even know whether this "editorial" will make an appearance.So you're just going to have to read it to find out what's in it!

Neil Boroky
September '85

Uni Gliding

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C/o AUGC
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by N.B.

The (Almost) Back Page

Following on from their tremendous success with the in-flight instructional computer, QFI Enterprises have released their Spring Catalog of tapes that are compatible with this unique device :

'How to get out of a spin' Andrew M & M Raftery
Neil Boroky on 'Power Lines'
Guy Harley on 'Trailing' (one copy slightly damaged)
Andrew Mc on 'Cross Country Flying' (30 secs only followed by 50 mins of de-rigging)

'How to give an instructor a heart attack' Various Artists
Bob McKenney on 'Winch Launching'
Andy Rowan on 'Circuit Planning'

'How to get passengers to put on seat belts' Jenni
'Cross Country Survival Equipment' Dennis (12 cassette set)
'How to fly the ridge' David 'RTO can't see me' Conway
'How to impress the RTO/Ops' David Conway
'How to extend local flying by outlanding' Anon
'Grand Prix truck driving' Martin Howells
'How to fix winches' Various Artists (100 C90 Cassettes)

'How to break winches' Various Artists (1000 C90 Cassettes)

'What to take when staying at the Shearer's Quarters' R.Norman (cassette case only)

'Navigation, how its done' Mark Forster
'Meteorology' Tom Nemeth
'Flying In Daytime' Guy Harley
'How to get the highest launch' Poul Bender
'Flying Low & Slow' Paul Bearer
'How to get to Lochiel airfield & dirt road driving' Steven W
'A short monologue on the relative merits of pale green vs blue windsocks' Bob McKenney (25 Cassettes + 297 Diagrams)
'How to complete the pre-takeoff check' Bob McK (Cassette also gives insight on how to do a 20 yearly C of A inspection)

'How to make tough decisions' 1985 Executive
'Undercarriage - Their benefits & uses' Neil Boroky
'Landing disintergrating aircraft' Andrew McGrath
'Airworthiness' Dennis Medlow
'Spelling' Rusel Normen
Andrew Sayer on 'Cable Handling'
Tom Nemeth on 'Tuning Winch Engines'
David Conway's analysis of the probability that a randomly broken piece of glass will fit the gap above the clubhouse door.
Martyn Roberts puts a whole new light on gate crashing.
'How to drive the Toyota Dyna into cars' Mark Raftery
'The advantages of fitting roll bars to winches' Andrew McGrath
'How windsurfer boards reduce drag on vans' Mike Barnden
Redmond Quinn on 'The state of the club in general' - Compressed Version (5 cassettes/week until the end of civilisation as we know it).

'Aerobatics on the winch' Andrew McGrath - includes details on barrel-rolls, side-slips and stall turns.

NEWS

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Andrew and David spent most of the Uni holidays fabricating the carpet-lined fibreglass fittings for the PHOEBUS trailer. Modifications include a complete redesign of the dolly, tracks and a change to large-diameter dolly-wheels to allow reasonably easy handling in ploughed paddocks. The main trailer frame will remain intact.

NEWS

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The base of the new windsock pole was erected several weeks back now. Assembly of the remainder of the pole was going to take place the next time Bob McKenney was on field. It will probably be operational by the time you read this. A new winsock was also fitted to the old pole at the gate.

NEWS

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NEWS

The Bocian is currently in its trailer waiting to be taken to Andrew Sawyer's place where some recabling and patching will take place.

NEWS

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NEWS

A strictly limited flow of mains water is now available at the top of the sandhill. This follows connection of the previously laid piping, to the pipe feeding the sheep trough. I believe it has been named the Redmond Quinn Memorial Fountain. No doubt it will be used to water the Redmond Quinn Memorial Shrubbery.

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N.B.

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*Pssst ...
Heard about the new contact
person for flying?
It's Paul Clarke
(277 1391)*

WINCH REPORT

Winch Engineers : David Conway (08) 267 1915
 Neil Boroky (085) 32 4255

Old Winch:

The winch is fully operational.

Quite a lot of oxy-welding repair work of cracks and failed joints has been done by Martin Roberts. A steel-plate cable guard has also been fitted behind one of the drums. Thanks Martin.

Further investigation into the possibility of a blown head-gasket on the front engine revealed that the head gasket is not blown. The coolant is oil free and, although condensation is present in the crankcase, water is not present in the sump oil.

Apparently, head-gaskets and any other replacement parts used specifically on Ford Thames Trader trucks are no longer available and would have to be custom made. So let's hope that the new winch will be ready before the old winch needs spares.

Winch Operations:

During launch, WEAR THE SAFETY GLASSES PROVIDED. If you don't think they're necessary, think about this: fragments of cable were recently found embedded in the woodwork near the battery behind the cable drum.

A few weeks ago, a launch was initiated on the second cable before the first cable had been reeled in. Subsequent retrieval of the cables led to tangles *several hundred feet long*. It took several people over two hours to untangle the mess! All that can be printed here is: THINK WHILE YOU'RE ON THE WINCH. It's critical for safety alone.

Neil Boroky
September '85

