Ops Notes

The following points are drawn to all pilots attention :

(1) Long Grass - Ground Loop Alert

As the grass gets longer and longer, the possibilities for ground looping aircraft get higher & higher. Pilots must ensure that wings are kept clear of grass on take-off & landing. Clumps of weeds such as Salvation Jane are dead-ringers for causing a ground loop. Lets not get our lovely aircraft damaged by weeds !
(Eds note : only last weekend I saw a pilot ground loop a Hornet at another club by letting a wing drop into long grass at the side of the strip.)

(2) Fire Warning

The summer season approaches and with it the risk of fire in the paddock & hanger area. All personel on field must ensure that adequate precautions are taken to avert the possibilities of torching our strips, hanger, clubhouse and aircraft. Smokers - remember that smoking is permitted only inside cars during the fire ban period (November 85 to April 86). Knapsack sprays must be filled and regularly maintained. Keep one on the winch & one at the launch point.

(3) Pheobus Undercart

The undercart warning alarm has been disconnected on the Pheobus. This means that if you're not doing your checks properly you may end up landing with the wheel in the 'high friction' position (ie UP !!) and this will make you very unpopular with the Instructors, other pilots (esp Neil). So .. be careful and perform ALL checks properly. In addition ensure that the u/cart locking level is firmly in the LOCKED position.

(4) Phoebus Leaving

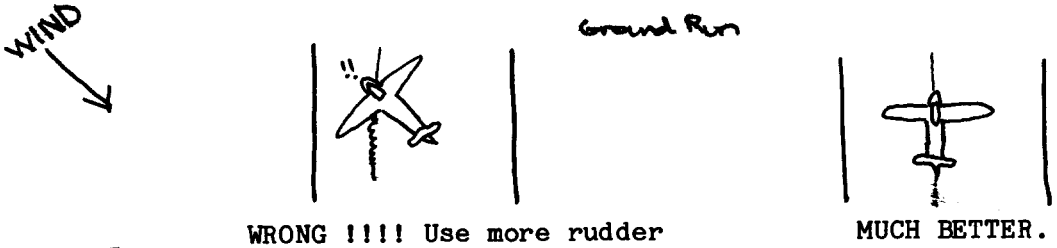
If you didn't already know, the Phoebus will be on lease to Wakerie Gliding Club this summer during weekdays. We will be able to use it on the weekends (at Wakerie) and fly it cross-country from there.

(5) Outlanding Checks

ALL pilots will be checked on outlanding practices within the next few weeks.

(6) Takeoffs & Landings - NOT SIDEWAYS !!

An annoying & disturbing trend has emerged amongst some of our newly solo pilots (and some of the more experienced ones). This trend is the method of take-off & landing where the aircraft nose is not kept pointing in the direction of travel when the aircraft is rolling on the ground. This practice is exerting considerable pressure on the tyres of the aircraft and if it continues will result in considerable pressure on the pilot (by the instructor !). See diagrams below.



WRONG !!!! Use more rudder

MUCH BETTER.

MALLET - a useful tool to emphasise the finer points of flying upon a

Special Announcement

Our Social Convenor (Gill Yeo) has been working overtime to organise an End-Of-Academic-Year Party. Details are still sketchy but we are able to say that it will be held on the 11th of December at Jenni Sleigh's residence at Myrtle Bank. Read next month's Uni Gliding for further details.

Next General Meeting

It is rumored that the next GM of the AUGC will be held on Wednesday the 6th of November at 7:30pm in the Jerry Portus Room, Adelaide University Union.

Next Executive Meeting

The next Executive Meeting will be held sometime on the Barr Smith Lawns by the ruling Junta. See Andrew 'Castro' McGrath if you're at all interested 'cos I'm not.

STOP PRESS - UNI GLIDING CLUB (member) GETS TV COVERAGE

I hope you were all riveted to your lounge room chairs during the weekend in October when the Democrats held their annual do-hiccy, because if you had looked very carefully at Channel 10's coverage, you would have noticed, tucked away in a back corner (behind the newspaper & raincoat), our very own Guy Harley !!.

It must be wonderful to be a star !! (sigh)

Air worthyness

By D. Temple as told to D. Medlow

BergFalke	OK, C of A runs out in December. We hope to have the Bocian back by that time.
Phoebus	A problem exists with the undercart lock sensing switch. This switch has been disconnected for the moment so be careful, there's no warning that the undercart is not down! Favorable discussions have been had with RTO/Air re the ballast problems and ways to solve them. Wakerie are reasonably happy to perform the Phoebus C of A.
Bocian	We have the rivettes for the elevator, some special tools have yet to be fabricated but plans are afoot. We are still waiting for workshop space at ASC (Gawler) so that the cabling and patches can be completed with Andrew Saywer's help. Discussions with plastics experts have shown that polycarbonate can be used for the canopy repair and plans are underway to obtain some.

People dream of flying; since the club replaced the ageing KA6 with the Phoebus every trainee has dreams of flying this white wonder. We have admired it twisting and soaring at heights the Bergefalke cannot attain. Those sleek aerodynamic lines must belong to a mystical craft not an ordinary glider.

How would the gods respond to my soaring into their domain? Icarus had soared too close to the heavens and offended the gods. Would the Phoebus lift me so high that my fate would match his? There was only one way to find out.

One quick flight with the CFI was required to confirm that my training was finished. Pleased with my flying I was allowed to armour myself with the sacred red parachute. I was a warrior at last. The general's assistants briefed me on the battle tactics.

Everything was ready but was I? There was no going back. CHAOTIC took on a new meaning. Strapped in with nowhere to go but up. The CARDS where on the table.

Built for speed not family outings; this is my impression as I slide into the reclining seat. Some instruments look familiar others are objecting to my presence by making strange noises. The controls have a light positive feel that reasures me.

Unfortionately the ground run is less than perfect. The reclining seat offers little resistance and allows me to slide away from the rudders as the winch applies power. The noise of the tailskid bouncing up and down is deafening. As I pull back on the stick the earth vanishes from sight.

Since I am occupied trying to reach the rudders with my feet the takeoff becomes a series of undulations. Then just as I settle in a sound like cable breaking. Trained reflexes pull on the release.

Easing to a flying attitude causes the nose to drop below the horizon. The canopy and the nose attitude provide an exciting view, I used to think that the sloping canopy was to reduce drag, hardly it provides a far better view than the Bergefalke. Pushing the stick causes the Phoebus to react instantly - no more waiting between a control movement and the reaction.

Speed is not apparent as the world slips by with very little noise. With controls so light and sensitive the fantastic view through the canopy flying the phoebus is more akin to floating through the sky.

The downwind leg of circuit passes quickly however the height hasn't fallen as quickly. So I extend downwind and allow for a long final approach to ensure an accurate landing.

Airbrakes open on final and the long final becomes longer than I anticipate. Airbrakes full out provides a glide path similar to half airbrakes in the Bergefalke.

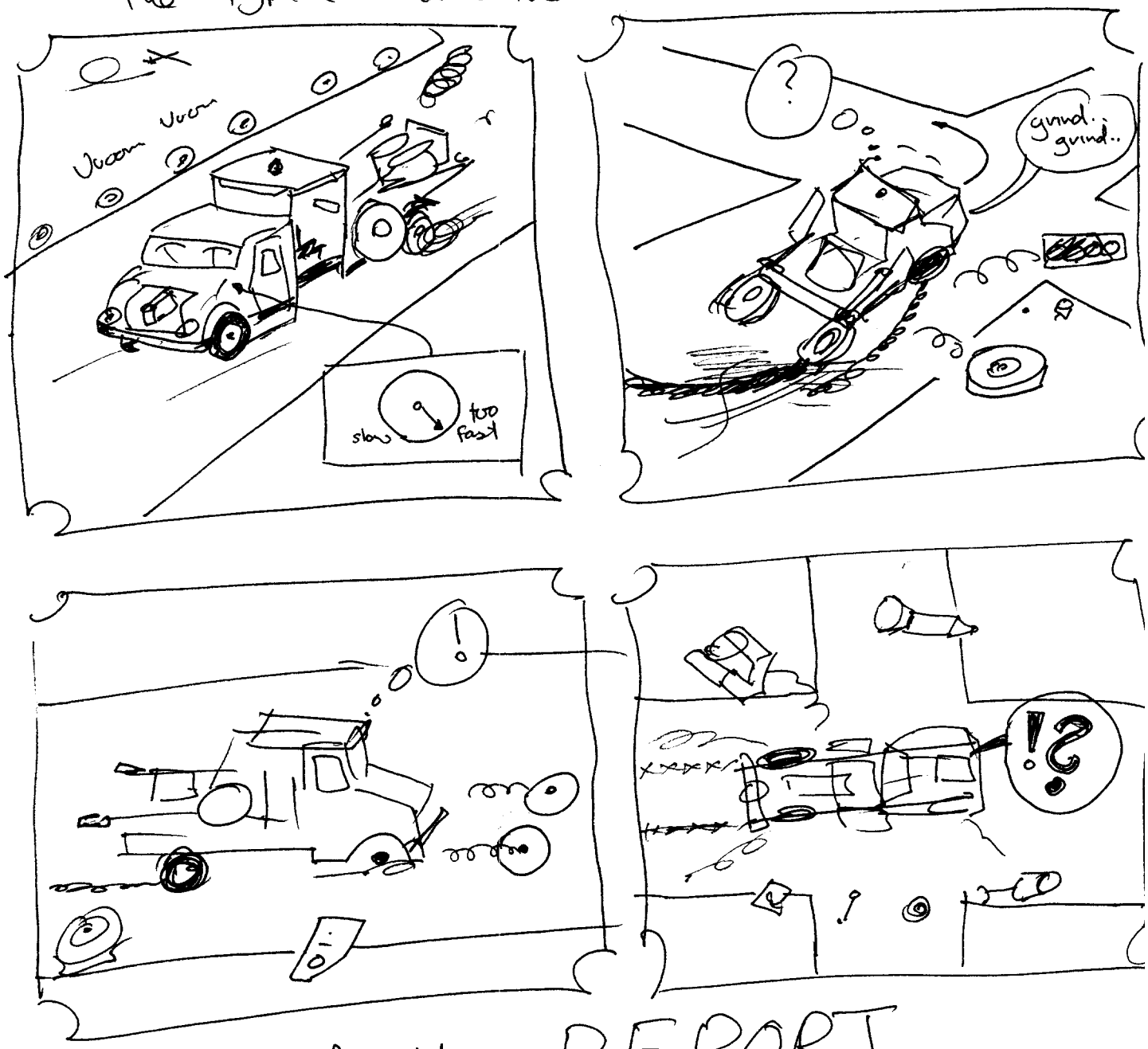
Set up for a spectacular landing on my first attempt. I was going to show the others how to land but the Phoebus had other ideas climbing for the sky again. I decide on a new approach to fly the Phoebus on smoothly. However one bounce and back into the air. Maybe I was rushing so I waited until the Phoebus was ready to land.

Yes I was down witnout damaging anything but my pride. What as star pilot! What an aircraft! I had to fly it again and again.

The Phoebus provides a challenge for your flying. I hope you find it as exciting an impressive as I did.

Paul.

The typical winch driver :



SOLOS CONVERSIONS & RATINGS
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SOLOS CONVERSIONS & RATINGS

SOLO

Stephen Were

Martin Roberts

Stephen Blacketer

Mark McCullum

CONVERSIONS

Paul Clarke

Andy Rowan

Martin Howells

RATINGS

Nick Abbott - passenger rating

SOLOS CONVERSIONS & RATINGS
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SOLOS CONVERSIONS & RATINGS

A.U.G.C.

presents ...

THE

End-of-Academic-Year

PARTY!

ALL MEMBERS ARE <u>OFFICIALLY INVITED!</u>

DON'T THINK THAT JUST BECAUSE YOU HAVEN'T BEEN ON FIELD FOR THE LAST 15 YEARS YOU ARE EXCUSED. <u>THIS MEANS YOU!</u>

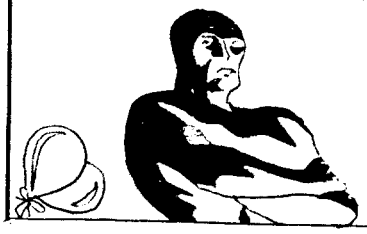
<u>WHEN:</u> WEDNESDAY 11th December (ie <u>AFTER</u> exams) - 7 pm

<u>WHERE:</u> THE SLEIGH RESIDENCE (78 FURGUSON AVE, MYRTLE BANK)

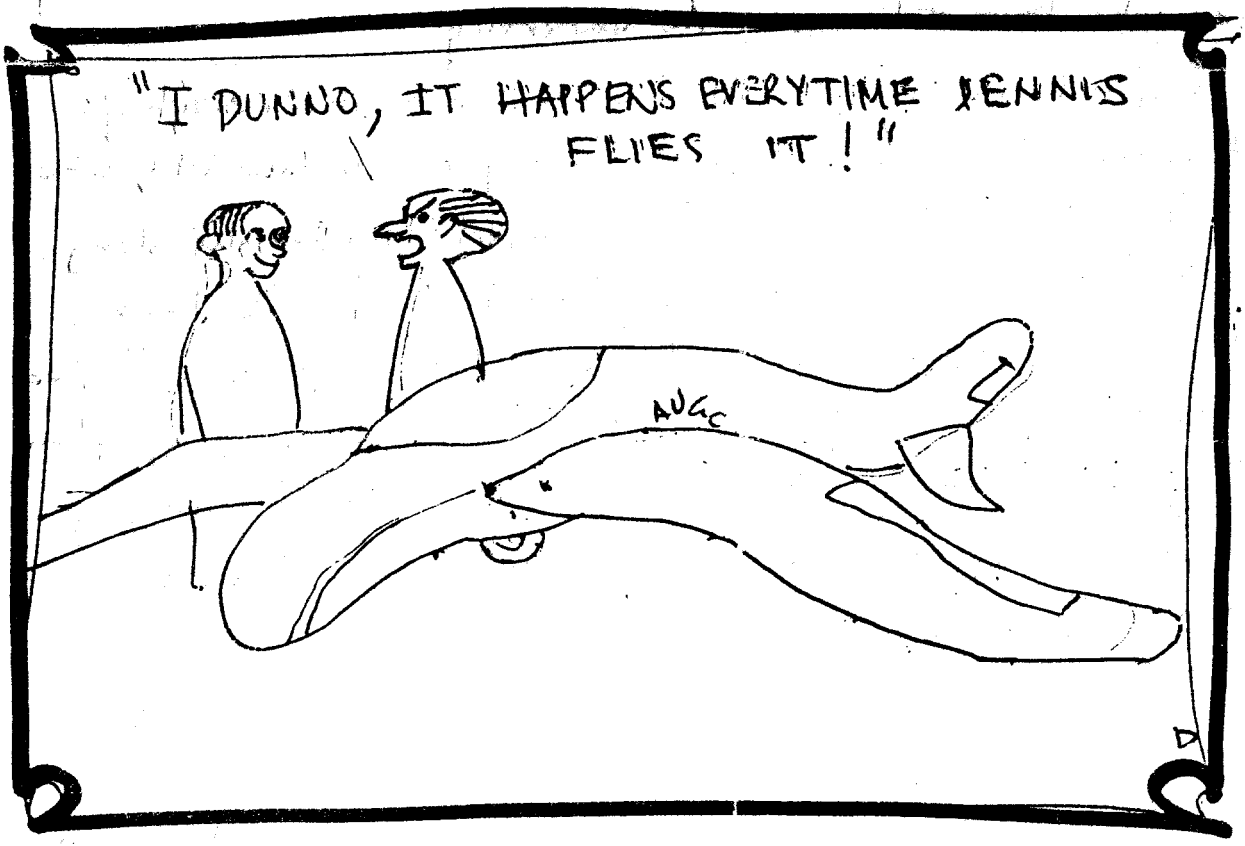
<u>WHAT TO BRING:</u> YOUR OWN MEAT (IT'S A BBQ) + $2.00 FOR SALADS

<u>WHO TO CONTACT:</u> GILLIAN YEO ph. 2640316 (PLEASE! we need to know how many to cater for!)

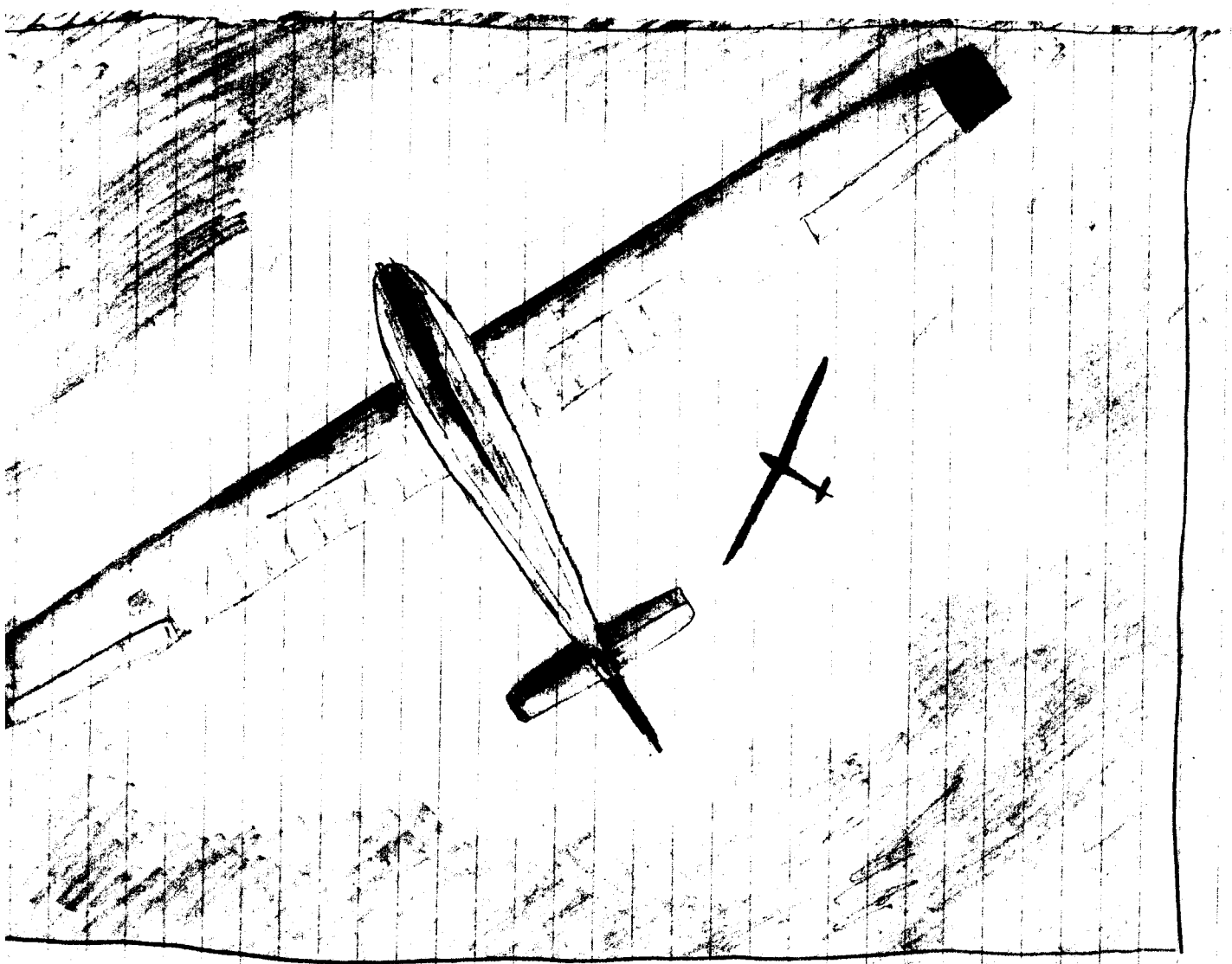
<u>WHY:</u> WHO NEEDS A REASON ???



I THINK ITS SOME SORT OF WARNING FROM DON HEIN NOT TO LEAVE HIM OFF THE MEMBERSHIP LIST AGAIN!
AUGC STATS
TAKE OFFS
LANDINGS
AUGC
AUST


"I DUNNO, IT HAPPENS EVERYTIME JENNIS FLIES IT!"
AUGC

When we said we'd publish anything (even poetry) we didn't actually mean it, but this isn't too bad. Quite good actually.



LIFE ON EARTH

GROUNDBOUND I STAND,
REACHING UP
FOR THE PART OF ME I LEFT IN THE BLUE.

MY HOME IS IN THE SKY:
LIFE ON EARTH IS PARTIAL, INCOMPLETE.
CRIPPLED, I WATCH THE GULLS,
ENVYING THEM THEIR FREEDOM TO FLY WHEN THEY WILL.

CUMULUS HANGS ABOVE ME—
SO CLOSE, SO CLOSE!
WHY AM I DOWN HERE,
WHEN I SHOULD BE UP THERE?

THE SKY IS MY LOVER;
SOMETIMES GENTLE, SOMETIMES SAVAGE,
ALWAYS TANTALIZING:
MY YELLOW BRICK ROAD TO THE WINDS AND CURRENTS OF PASSION.

STRANDED ON TERRA FIRMA,
WATCHING THE PLANES FLY OVER:
WHY THEM, NOT ME?

TO BE AIRBORNE, I'D SELL THE EARTH—
WHO WANTS IT, WHEN THE SKY'S THERE FOR THE TAKING?

ANONYMOUS

Traveller's Tales

Under protest I have printed a letter from Don Hein (our Thai Correspondant and until quite recently receipient of my 'TIME' magazines). Some rather wishy-washy cartoons are also printed somewhere in this issue but I don't know where and I really don't care (I wouldn't bother looking at them as the're not that good, rather boring really).

Bankoi 16 Sept. 78

Dear AUGC,

I am enraged that again I am left off the membership list. It is bad enough to be left waiting up here as the northern Thai advance contingent pending the extension of the Lochiel strip to handle the overshoot landings of some of our lesser and out-of-practice pilots, but to be also forgotten... Thank goodness for the return of Auntie Amy to whom I can seek solace. And my good friend the Phantom (whose real identity can never be revealed) is here with me, urging me to return and fight for a more civilised club and to help him destroy the savages who have taken over the leadership.

It was great to catch up with Club news on the receipt of 3 newsletters send by a friend (well by my son-in-law DM, who can hardly be called a friend!) I enjoyed Tim Parish's story in May and Redmond Quinn's signature in April. I hear Redmond is now CFI — are things really that bad? And don't worry Andrew, we of the right wing extender group plan a coup; the techniques of which we have been studying up here, (how many of the opposition are there - I have to check the ammo boxes?).

Good wishes to everyone at AUGC

Don Hein.

P.S. I see Dennis Medlow has, in the latest editorial, taken to calling himself D.P. Medlow (underlined). D.P. Medlow Dippie Medlow, dippie! HA, HA, HA HA, HO, HO, HA, HA, HA, HA, HA, HA . . . . . .

NEWS NEWS

Clubhouse - The clubhouse now has power, lights (fluoros inside and a spotlight outside), a working fridge and stove, and a telephone extension has also been connected. A small rainwater tank was purchased and installed outside the south-west corner of the clubhouse. A few members have already spent the night there.

Parachute - A new parachute canopy (25 year life) was purchased to replace the canopy of the club's second parachute which was deemed unserviceable due to expiry of its lifetime.

Cross-county talk - At the last general meeting, several club members gave highly informative talks on various aspects of cross-country flying. Topics included MacCready theory, outlanding and flight planning. I'm not sure they were given in that order. A good effort by all those who lectured.

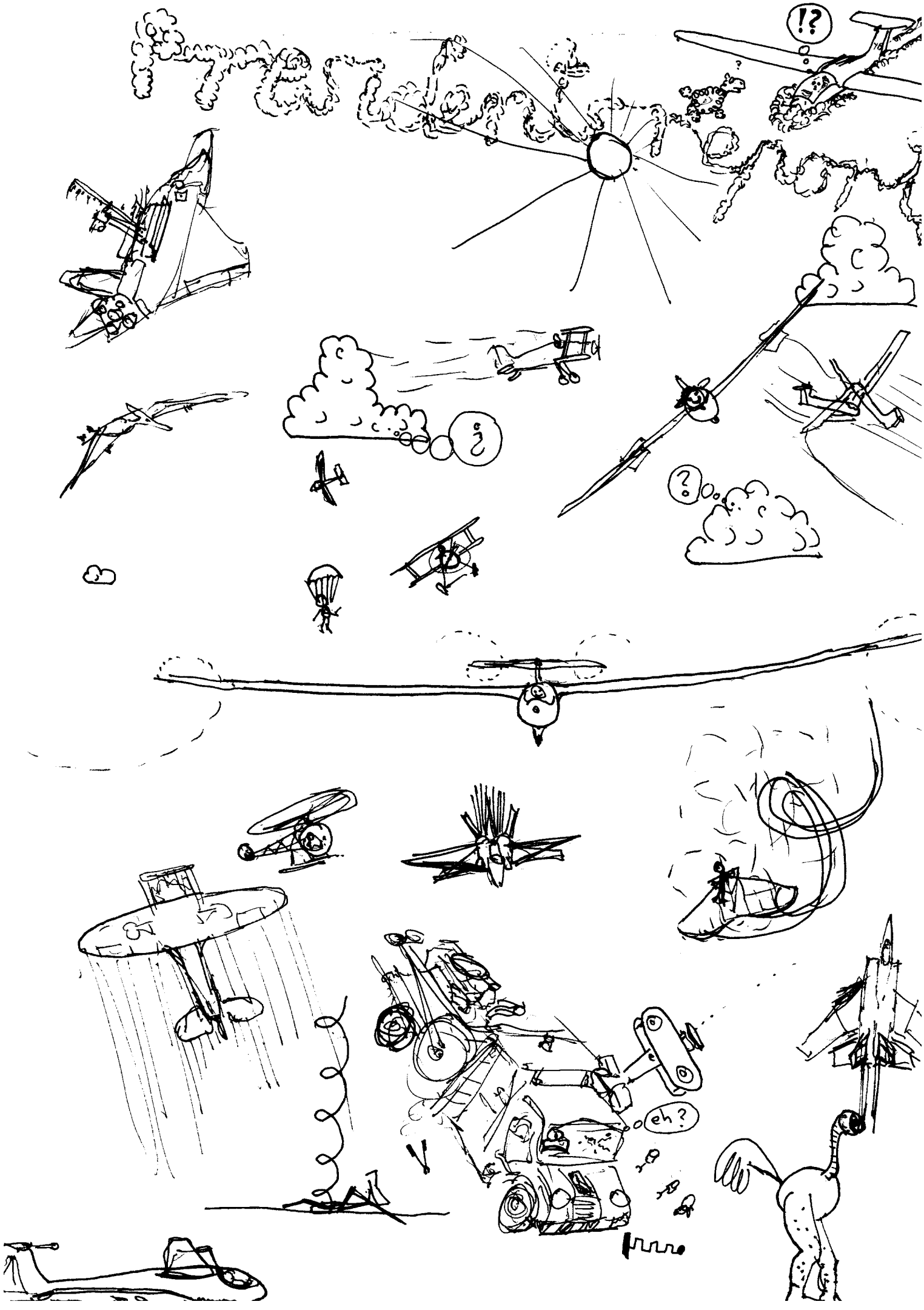
Cross-country list for Phoebus pilots - The list entitles the person on the top of the list to take the Phoebus on a cross-country flight at a time of his or her chosing. There are several points to note about this list:

- the list only applies at Lochiel
- the person immediately falls to the bottom of the list on making a claim on the aircraft
- should the person on the top of the list choose not to go, the next highest person inherits the right to claim, and so on. Again, if a person claims, he/she falls to the bottom of the list.
- a take-off time must be nominated by the pilot who may then take control of the aircraft only half an hour before the chosen take-off time
- other club members may fly the Phoebus on completion of the cross-country flight or when the cross-country pilot has given up trying to get away.

New windsock - a new windsock and pole have been installed on the northern fence-line of the airfield. I don't know how we managed without it previously.

NB

NEWS NEWS


!?
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?
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eh?

WINCH REPORT

Winch Engineers :	David Conway	(08) 267 1915
	Neil Boroky	(085) 35 8209

Old Winch:

The winch truck and winch are both running well. Apart from some repairs to the starboard head, no repair work has been necessary.

Winch Operations:

There are an excessive number of badly worn ferrules on the starboard cable, and these have been causing regular launch failures. If there is time between launches, please cut these out.

The swaging tool and bolt-cutters have been lost off the back of the winch several times in the last few weeks. This is normally a very rare occurrence and indicates wreckless driving or careless placement of the tools.The former will not be tolerated - this will possibly be discussed at the next meeting.

With summer approaching,due to the fire danger, filling of the back-pack sprayer will be part of the winch D.I..

Tips For The Not-So-Experienced Winch Driver:

Look behind you when you're laying cables. Chances are that more is happening behind you than in front of you. Periodic checking in front is more necessary for the detection of obstacles than steering which can be achieved by observing your rearward path.

Optimum launches are achieved with smooth, steady winching.Watch the glider and cable carefully all the way through launch. Look for a shallow attitude to detect slow speed,and especially a change in attitude. Also, strain in the cable may indicate excessive speed. Abnormal speed can more often than not be detected before wing signals are given. Finally, put yourself in the cockpit - it can be a great help.

Neil Boroky
October '85

The Leader Speaks

The following was labourously translated from a tattered remnant of Babylonian origin by a team of Polish mountain monks for three decades before being discovered at the bottom of a secret compartment in the Bocian during repairs ...

So here I am once again with pen in hand, struggling to write a report. Just like old times, actually, when I was merely a newsletter editor, searching my brains for some meaningless drivel (?) to print (I never seemed to run out, either ...).

But anyway, I am no longer newsletter editor (the masses rejoice : ED) I occupy the Presidential seat, and (get off your knees Dennis) our replacement editor ("pseudo-editor"??) has asked me so nicely for a Presidential Report to put in this bimonthly leaflet of his that I just couldn't resist.

I suggested that a President's Report may not be very interesting to some people : who wants to hear all about a President ?? It would all read like a copy of Aviation Safety Digest anyway. Dennis explained, waving the muzzle of his AK-47 closer to my face, that a "President's Report" is not actually a report about the President, and asked (not in as many words) would I write a report about general happennings in the club instead ....

So here I am once again with pen in hand, struggling to .... (deja vu ?)

EDS NOTE : At this point Andrew requested that I repeat the above ten times, but that is a cheap journalistic trick designed to make editors think that correspondants have written lots of material when in fact most of it is recycled animal excreta.

So here I am once again with pen in hand, struggling to .... (deja vu ?)

SO : ... THE PRESIDENT wishes it be known to all and sundry, that he is relatively happy. He had a nice flight the other weekend, flying the Phoebus to nearly clouldbase for an hour or so out near Snowtown. He is also pleased with the progress being made on the clubhouse (since he bought the rainwater tank himself), and with the progress being made by other pilots in the club.

He will not, however, mention any names or specific achievements made because he has the confidence in the pseudo-editor's ability to print general news (stop waving that gun at me Dennis, alright, alright, I will mention them ...)

Anyway; significant thanks is offerred to all those (especially David Conway) who have helped in recent months to connect power & telephone to the clubhouse, also rainwater, and all the filling and paving around the building.

President's Report (CONT)

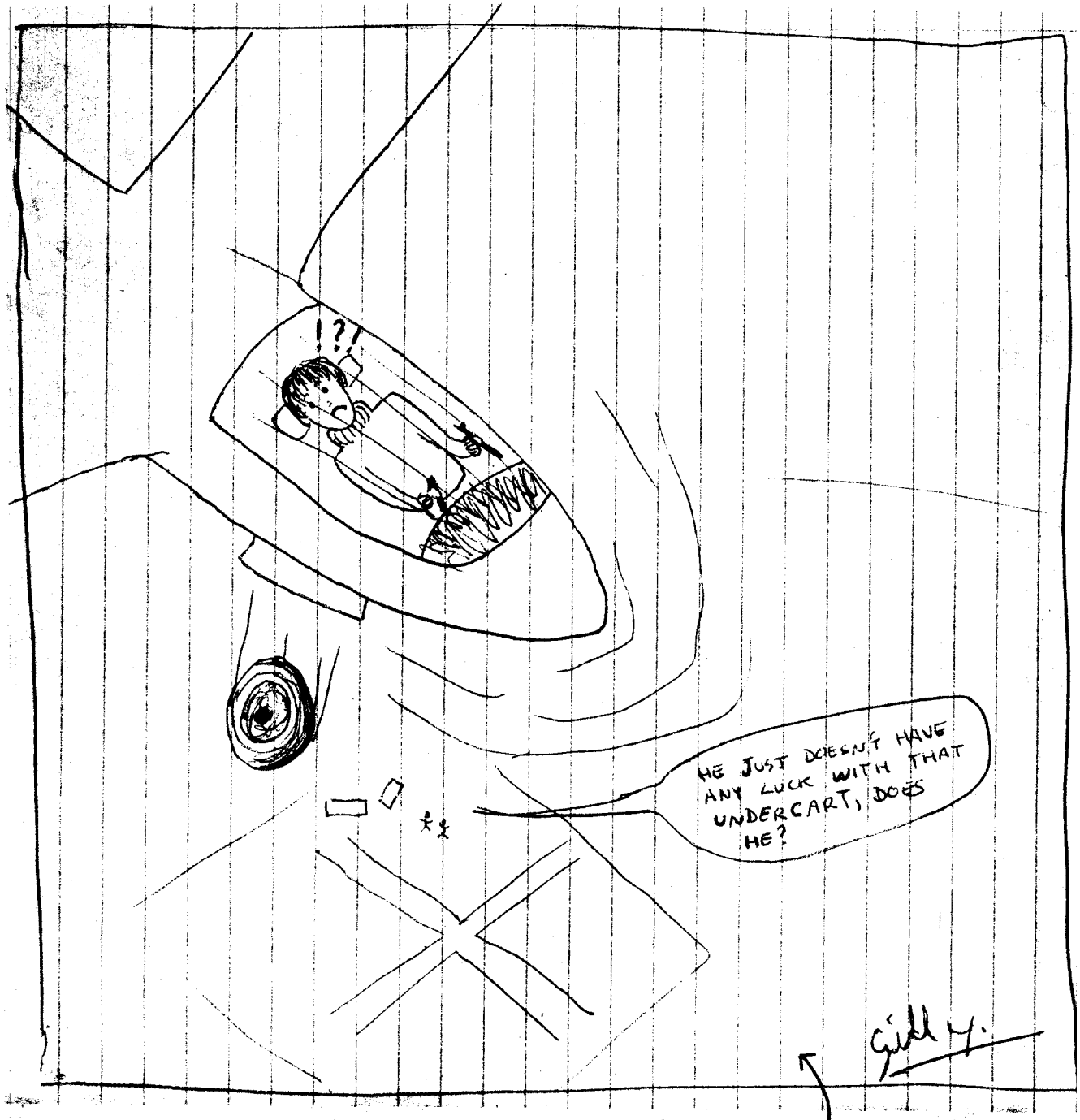
Insignificant thanks to those that didn't.

Next on the clubhouse list are internal (bathroom) walls, and the Septic Tank. If anyone who has bothered to read this far has any expertise (or inclination) in these areas, I would appreciate being contacted.

Congratulations are offered to Nick on gaining a back-seat rating for the BergFalke (what about the poor bastard that gave it to hime ? :ED)

I would also appreciate offers of help for modifying the Phoebus trailer after the exams, for C of A'ing the BergFalke in early to mid December, and for retrieving me hundreds of kilometres away every second weekend.

Andrew



This is what happens when people submit drawings in pencil
Please use black pen it improves the quality of the photocopy

PIX PIX PIX PIX PIX

We print below a selection (ie the only ones we were given) of the photos taken at the AUGC dinner. We warn readers that the following scenes may offend .....

Uni Gliding

A publication of the Adelaide University Gliding Club Inc

Uni Gliding Annual

The March 1986 edition of Uni Gliding will incorporate the 'Uni Gliding Annual' for 1985, this will not only be a form of annual report for the club but will also include :

- club statistics for 1985
- best gliding photos (the very best used on the cover wins a prize !)
- color front & back covers
- best gliding stories (true & otherwise)
- club reports & AGM minutes
- club achievments
- competition results, trophy winners etc.

This edition will not only be sent to members, but will be distributed to new members as they join during O-Week '86. It is intended that the magazine be used to 'sell' the club to prospective new members and encourage new members to start flying training & continue through the year. To this end the Annual will also include :

- notes on how to get to the airfield
- notes on how not to get to the airfield
- car pooling arrangements
- basic gliding field survival (what to take etc)
- basic aeronautical information
- instruction sylabus
- general introduction to the club

Now is your chance to contribute to this exciting new project. All you have to do is indicate what you can do to contribute to the edition or how you can help out (there's always lots to do). The deadline for articles will be February 1st, 1986 so there's plenty of time to write for this once-a-year event. Please help to make it a success !!

Return to D. Medlow or leave in AUGC pigeonhole in Sports Association.

Name : _____ Phone : _____

I can help out by [ ] writing an article on _____

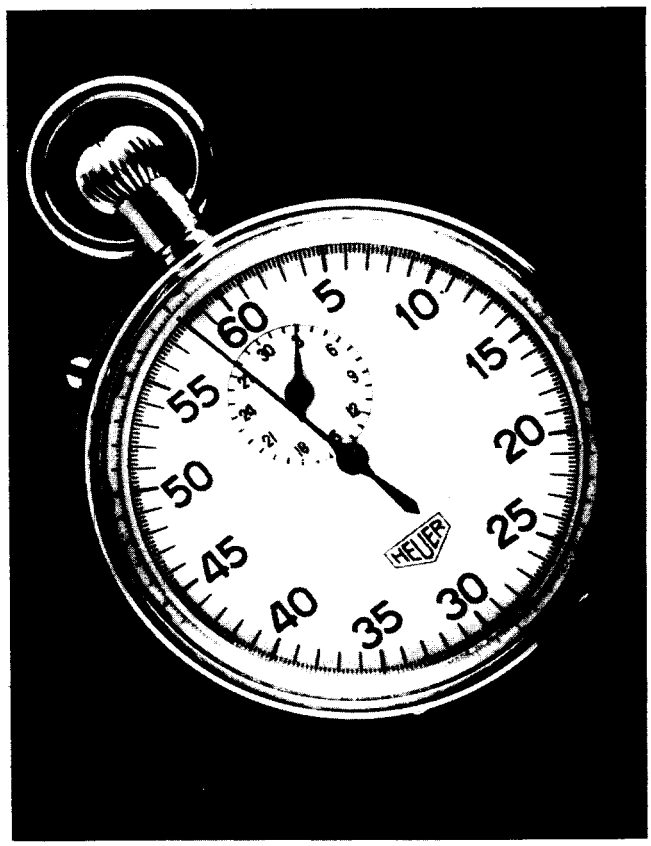
approximate number of pages : _____.

[ ] helping out with production / distribution.

N.B. Club officials are expected to contribute.

March 1986

178 seconds...



'Pilot continued visual flight into adverse weather conditions.' Familiar words? For those associated with aircraft accident investigations they are, for they summarise the type of occurrence which continues to cause the greatest loss of life in Australian general aviation accidents — in spite of the publicity given to the subject over the years. One would think that the futility of pressing on in bad weather should be obvious, but without getting into the pilots' minds, the compulsion behind their fatal decision will remain elusive. This article, courtesy of *Transport Canada*, attempts to reproduce the thoughts of a pilot who gets himself into cloud in what might be a typical scenario. Read it and if you are ever tempted to press on in marginal weather recall its advice. If then, for whatever reason, you decide to continue, and lose visual contact, start counting down from 178 seconds. That is how long a pilot who has no instrument training can expect to live after he flies into bad weather and loses visual contact — according to researchers at the University of Illinois. Twenty student 'guinea pigs' who flew into simulated weather all went into graveyard spirals or roller-coasters. The outcome differed in only one respect: the time required until control was lost. The interval ranged from 480 seconds to 20 seconds. The average was 178 seconds — two seconds short of three minutes.

Here's the fatal scenario...

The sky is overcast and the visibility poor. That reported five kilometre visibility looks more like two, and you can't judge the height of the overcast. Your altimeter says you're at 1500 but your map tells you there's a local terrain as high as 1200 feet. There might even be a tower nearby because you're not sure just how far off track you are. But you've flown into worse weather than this, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those none-too-imaginary towers. With no warning you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You swallow only to find your mouth dry. Now you realise you should have waited for better weather. The appointment was important — but not that important. Somewhere a voice is saying 'You've had it — it's all over'.

178

You now have 178 seconds to live. Your aircraft feels on an even keel but your compass turns slowly. You push a little rudder and add a little pressure to the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but your compass is now turning a little faster and your airspeed is increasing slightly. You scan your instrument panel for help but what you see looks somewhat unfamiliar. You're sure this is just a bad spot. You'll break out in a few minutes. (But you don't have a few minutes left...)

100

You now have 100 seconds to live. You glance at your altimeter and are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine RPM is in the red — and the airspeed nearly so.

45

You have 45 seconds to live. Now you're sweating and shaking. There must be something wrong with the controls: pulling back only moves that airspeed further into the red. You can hear the wind tearing the aircraft.

10

You have 10 seconds to live. Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough, but it's at an unusual angle — you're almost inverted. You open your mouth to scream but... ●

The Back Page

BE ALERT

The World Needs Lerts