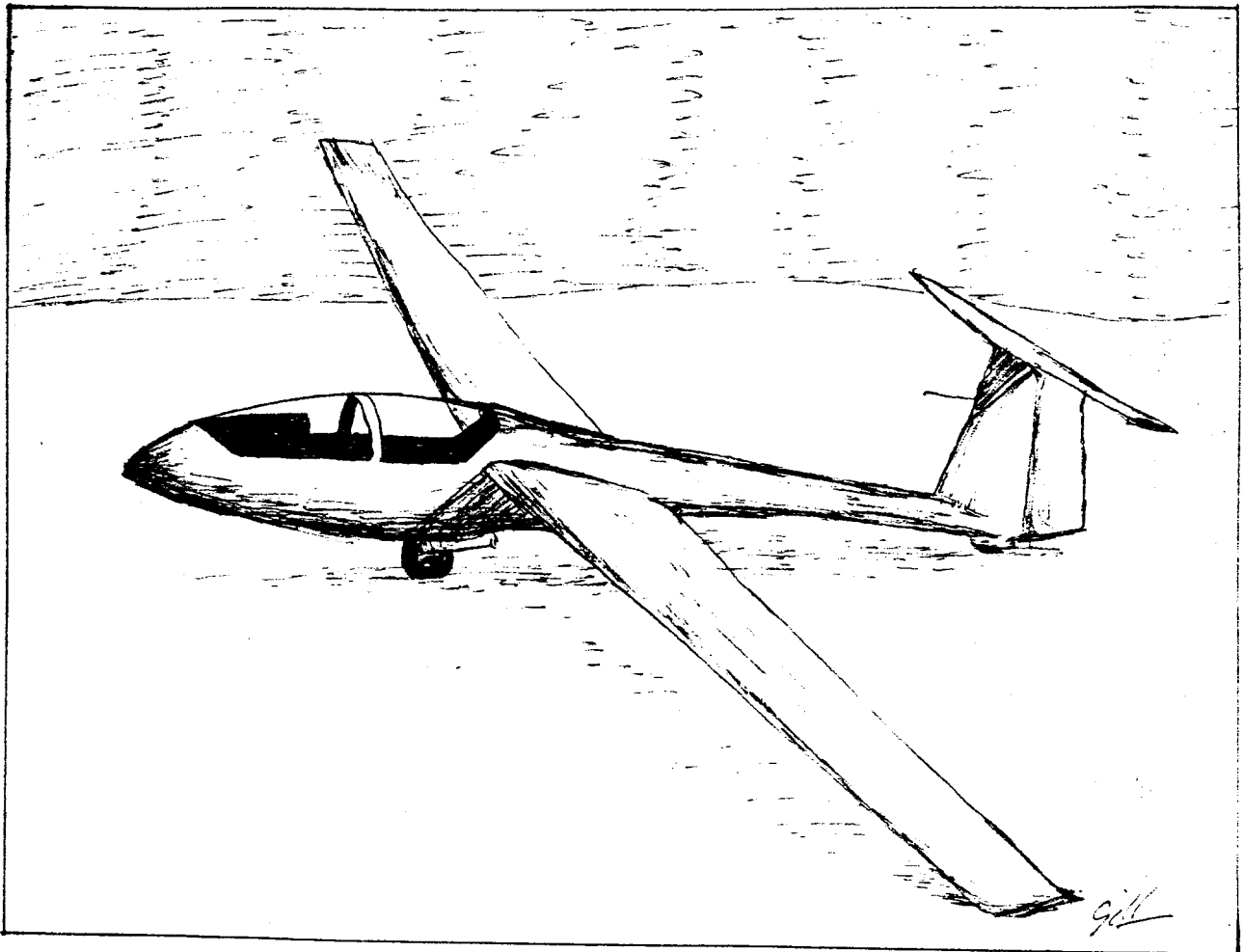


Uni Gliding

June 1986

VOL. 11 NO. 4



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MINUTES OF THE GENERAL MEETING

next General Meeting

Words of wisdom from Your Editor

As I am again emerging from the bowels of the Barr Smith Library, putting my erudite thoughts to paper for the benefit of AUGC (What a hero, what a martyr!). This edition of Uni Gliding is remarkable² in that somebody has submitted something, apart from members of the executive or editorial panel who I resort to my usual techniques of coercion and bribery (keep it clean.. PC) in order to publish more than a title.

The piece of poetry (I think that is what it is supposed to be) was accompanied by a note that reads

" Please print this contribution
 Failure to do so may result in no further contributions.
 Meet the Unknown Pilot.
 Can anyone guess who I am ?
 Run a competition to find out. I may reveal my self in due course.
 A clue I was at the last meeting."

So whoever can correctly guess the identity of the Unknown Pilot will get a free copy of Uni Gliding and a big Kiss from the president. How does that sound:Fair enough?

For the benefit of all the new members, I have included an article on basic aerodynamics. If you were wondering what exactly keeps these gliders in the air, then all will be revealed! No more will the arcane secrets of flight be hidden from you.

²Actually, it's a miracle that this newsletter is out at all, bearing in mind that I have 3 exams. 2 pracs and a 4k word essay all due in 2 weeks (sob sob). Nut my sense of duty got the better of me... I knew that without my invaluable contribution the club would disintegrate within a week..

NEWS

Adelaide University Gliding Club
Reference The new winch

The new winch is going up to Lochiel to live in the back of the Hanger until the differential is modified and ready to be mounted on the chassis. All those who attended the executive meeting heard the V8 running and were suitably amazed at the progress that has occurred. It almost looks like a real winch now.

Aviation Safety Digest
Reference Read up on all the accidents that happen to aircraft in Australia. True Value at \$8:00 per year. See the secretary for details.

Platypus
Reference Publicity

At the last meeting Dick Temple offered to collect donations from club members to be included in a group contribution to the Platypus development fund. Our motion to the SAGA requesting GFA action on this matter was well recieved and will be passed on to the GFA council. However we can all show our concern publically by a donation listed in AG from "members of the Adelaide University Gliding Club" Dick is personally willing to donate \$30 and will accept further donations from members up to the June Meeting.

Flying Quotes

"I'll do the screwing around here "

Mark Raftery somewhere on the road to Lochiel

"My rusty harlot "

David pointing to the Kingswood

"I don't plan aerobatics they just happen "

just before launch

GENERAL MEETING

The Next General Meeting will be held on June 4th in the Jerry Portus Room. Tim Parish will give us a lecture on aerodynamics. (The General meeting after that(so that you can plan ahead, will be on June 2nd and the lecture topic will be Sources of Lift (I think)).

For anyone who wants to see how this august organization is run, The executive meeting will be held on June 18th at Stephen Were's residence.

THEORY OF FLIGHT FOR THE COMPLETE NOONG

or "Advanced Aerodynamics for the Medieval Peasant"

The purpose of this article is to attempt to explain, to even the most Arts oriented University student, how a glider (or, for that matter, any winged flying thing) avoids plummeting to a nasty mess on the ground.

Firstly, some of you may remember being told how a wing flies is because it is curved on top and so the air on top has to go further and faster and so on. Well forget that, it's all wrong.

The easiest way to understand exactly how and why a wing works is through a simple experiment. (I hope that a word like experiment hasn't put off all the arts students and pure mathematicians; if you like, you don't actually have to perform the experiment, but you can simply imagine³).

To do⁴ this experiment, you will need only⁵ a long flat, fairly light piece of wood, sheet metal stiff plastic, cardboard, glider wing, or similar to serve as our "wing". Now stand in a large open space⁶, take hold of one end of the apparatus⁷, and, while holding it out horizontal, whizz it around and around on the spot. You will find⁸ that by tipping the "wing" up and down (ie rotating it slightly about its longitudinal axis) you can make it go up or down. You will see that if you tip the front edge up a bit, the "wing" will try to fly upwards, and if you the tip front edge down a bit, the wing will go down. If you suddenly turn the wing at right angles to the airflow, it will stop almost dead and fall down.

"But that's obvious ", I hear you cry. " It's just the air pushing on the wing that makes it go up and down. "

You're right, you know - it is obvious. And it's how the wing of a glider, plane, bird, helicopter⁹ or paper plane works.

³This idea is known as a "Gedanken experiment" after Einstein proposed such gedanken experiments to study relativity

⁴or imagine

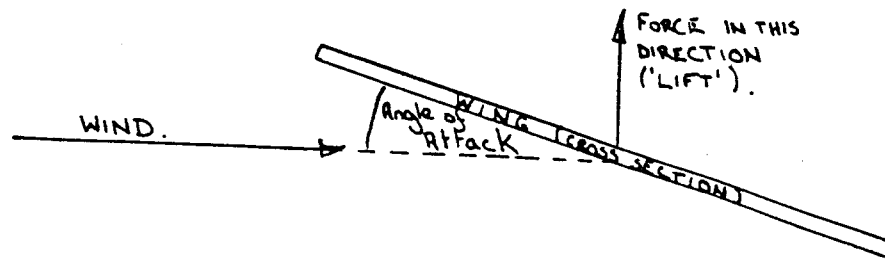
⁵or pretend to have

⁶or imagine that you are standing in such a space

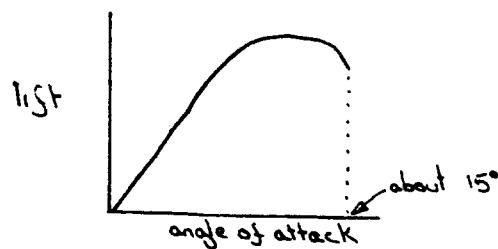
⁷this fairly complicated word basically describes the "wing" in the previous sentence

⁸surprise , surprise

⁹The rotating blades of a helicopter are its wings.



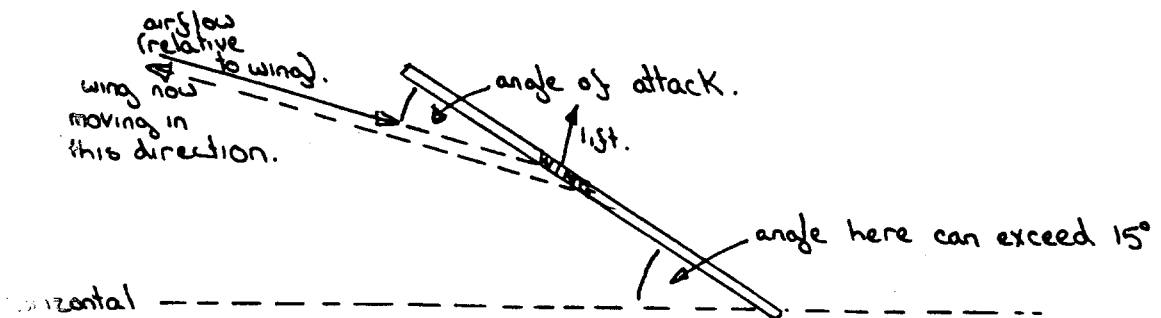
We can now think about the same experiment conducted in a slightly different way. Suppose, instead that of whizzing our wing helicopter fashion we hold the out straight in a strong wind. Now we can get exactly the same effect as before by rotating the wing about its longitudinal axis; tip the front edge (the edge facing the wind, or "leading edge" - the back edge is known as the "trailing edge") up a bit, and the wing goes up. Tip the leading edge down a bit and the wing dives down. Tip it ever so slightly up, and it will just support its own weight. Now we can introduce some new terms; "Angle of Attack" which is the angle between the flat plane of the wing and the oncoming air (See Diagram), and "lift", which is the force in the upward direction. Now it is fairly obvious that the lift depends on the amount of angle that the wing presents to the airflow (remember our experiment where we could balance the weight of the wing by slight upward rotation). Now let us try another experiment where we measure the amount of lift produced by adding small weights to the top of our wing. If we use a constant airflow speed and we plot the amount of weight against the angle of attack we can see a relationship between lift and angle of attack. Some people are a bit frightened when they see a graph, but is really a good way of describing exactly what is really happening.



This graph shows that the lift increases steadily as the angle of attack is made greater the lift increases however there is a point where no further increase in lift occurs. For glider wings this occurs at 15 degrees although the exact angle depends on the cross section of the wing.

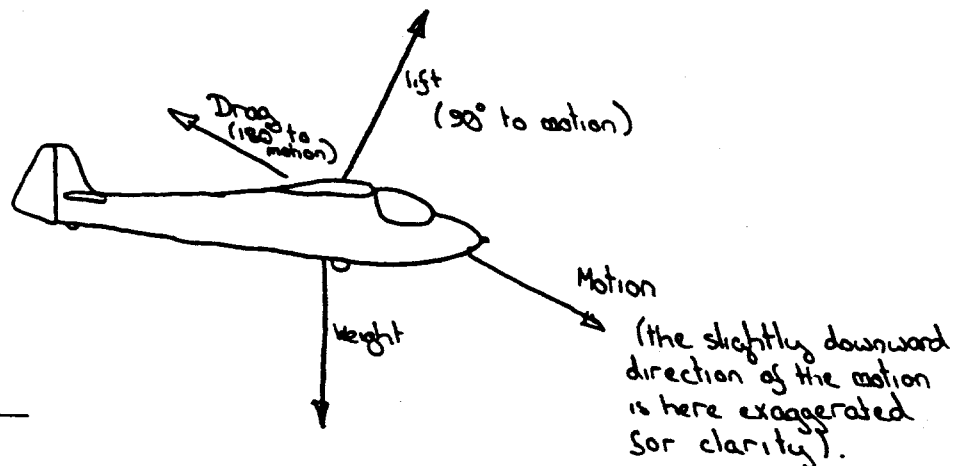
The region where the wing is operating above maximum lift is known as the stall. Another feature of this region is the force required to push the wing forward increases dramatically. This force that holds the wing back is known as "drag". Every object that does not move with the airflow produces some component of drag proportional to the area presented to the airflow. The amount of drag also depends on the speed the wing is travelling through the air. As we increase the speed that the wing travels through the air the lift increases and the drag also increases (for a fixed angle of attack).

From the experiment¹⁰ when the wing was turned to right angles we all discovered that the wing stalled rapidly and no lift was present to support it. Before you all start to measure the angle for a stall to occur we had better discuss relative airflow. This complicated phrase basically describes the direction of the airflow to an observer sitting on the wing. When you swing the wing level it is easy to measure the angle of attack. However if the wing is travelling up or down the airflow as described by our observer will not be horizontal!¹¹



The wing operating at an angle above the critical angle does not produce enough lift to support the aircraft's weight. As the drag increases dramatically the aircraft slows down. This sounds dangerous and indeed at an altitude too low to recover is. Fortunately the engineers who design aircraft are pretty clever (they couldn't be engineers otherwise..Ed) and they have devised methods so that the aircraft recovers by itself. The most important factor is balance. Aircraft are designed to have most load (mass) in front of the wing. When the wing stalls the load in front of the wing causes the nose of the aircraft to drop. This reduces the angle of attack allowing the wings to unstall. If the elevator is held back when the wings stall again. Complete recovery takes place when the elevator is pushed forward enough to bring the angle of attack permanently below the critical angle of attack.

Summing up this article, wings produce lift mainly by angle of attack. The amount of lift that is generated depends on the angle of attack and the speed of the air around the wing. Above the critical angle the wing stalls. Aircraft are designed to automatically recover from stalls, if the load distribution is correct. In the next article we will discuss how gliders are controlled using the joystick and rudder. A short section will be devoted to how gliders are able to perform simple aerobatics like loops.



¹⁰reimagined

¹¹As to experiencing difficulty in coming to grips with this can arrange to be strapped to a glider wing during flight.

HISTORY OF THE AUGC YEAR 2

Having settled in at Lochiel the first event of 1977 was the Australia Day weekend Regatta at Stonefield. A small group of pilots took the Kookaburra and managed to obtain second place in sports two seater classes for 1 day.

In February, purchase of an Is 28 2- seater was discussed, but it was decided that it was more than the club could afford at that stage. An arrow was also suggested as a possible purchase. It was looked at and test flown by Guy Harley and Tony Kiek, and deemed satisfactory, and after the necessary finance was raised the Arrow was purchased from Horsham Victoria. A week after purchase disaster struck! Guy Harley was towing it to Gawler, when the trailer began to sway and rolled onto its side, destroying the port aileron, canopy, the top half of the rudder and fin, ten feet of trailing edge of one wing, and damage to the fuselage. (Fortunately insurance had been taken out on it the day before!) it was June before it was flying again.

An example of a rather magnificent, if misguided, confidence in the art of soaring landed on the secretary's desk in May. It was a letter from a firm of Sydney Solicitors bringing to the clubs attention to orders made in the Family Court of Australia. The orders restrained any common carrier from transporting the children of Mr X out of the country by air or sea, since custody of those children was vested in Mrs X. It seems that the club received this letter as it is registered with the Department of Transport to carry passengers and is therefore a common carrier. The secretary wrote back saying that for the club to transport these children overseas in one of their gliders would be physically impossible since there was only one recorded soaring flight over water and even that was a short distance. He promised, however to tell the club pilots not to fly any passengers to the Hutt River Province. A scheme was introduced for a trial period whereby members who could not afford a whole day to come flying could book an aircraft for up to an hour, with a fee of \$10 covering all launches and flying done in this time.

In August Emilis advertised his Kookaburra for sale. As the lease was to terminate in September it became fairly urgent that the club obtain a twin seater. Initial suggestions included a Bocian, Blanik, or a Ka7. Another suggestion was that a local gliding club be formed " Bute Gliding Club" and be affiliated to AUGC, for non University Students and residents of the Bute- Lochiel area. Guy Harley drew a hypothetical constitution.

Also in August two regattas and a flying camp took place. The organizers of the Waikerie Regatta , according to Guy, "deserved a right royal raspberry for failing to set separate more realistic tasks for sports class...by doing this they spoilt a good weekend for most of the sports class Pilots "

Balaklava regatta organizers set tasks that brought the competitors close to Lochiel Airfield "where residents had the satisfaction of seeing the Australian Champion...slowly sink to the ground while trying to work mythical ridge lift"

The August/September flying camp was held at Whitwater, where a great variety of climatic

conditions (dust storms, drizzle, etc) did not lessen anyones desire to fly.

A momentus decision was made in November; it was agreed that the club should buy a Bocian. Of all the possible options (Bocian, Blanik, Ka7) the Bocian had the best handling; least maintainance problems, and delivery was immediate. So it was purchased.



DAVID CONWAY LOOPING THE BOCIAN!

Know Your Instructor

The novice pilot usually starts out thinking that learning to fly is a simple matter of taking lessons from a mysterious demigod known as an "Instructor". However he or she soon realises that it is not really that simple. To assist beginners, here is a list of a few common species from the genus *Instruckii*.

The CFI *Instruckii Magnificosa* This species is fairly common every gliding club has (at least) one. However don't let this fool you. The CFI is a fairly tender creature that needs to be handled with kid gloves. If handled properly training with the CFI can be painless. However if mistreated they will turn into a raging monster with a fearful and extremely painful bite.

The Hotshot *Instruckii Whoopee* The hotshot is amongst the most entertaining member of this genus to fly with. During the mating season (Spring to winter) they perform stunning high speed beat ups over both the launch and the winch. This is followed by thermalling away (aided by ground effect) from final. After this display they produce a wonderful mating call sounding like this " if you thought that was good look at this! " or " that was so smooth, it felt so good, ". Fortunately this species has 15 lives because they need all 15 lives before they settle down and mature into CFIs.

The Panicker *Instruckii Wimpii* This creature is extremely timid. If the trainee lets the speed drop below 70 Knots at anytime in flight it retreats into the luggage compartment with howls of terror. This species is easily distinguished by its characteristic call " What the #*?! do you think your doing?? emitted in various tones during the flight, like when you flare at 30m or 30mm, enter a gaggle of gliders and start to circle the wrong way or at numerous other times in the flight. At the end of a flight with this species a trainee is usually in as much of a nervous wreck as the instructor. Do not let him see this, offer to go up straight again or ask for either a solo flight or a conversion. They will usually make some excuse like its about time they polished the winch and you will have to wait.

The Loudmouth *Instruckii Megavocalis* This species is easily recognised by its loud call, and is easily audible at great distances (10,000 feet is the record). The trainee is recommended to wear earplugs when flying with this species as the constant high volume vocalization can be dangerous to a trainee's hearing. Note after a flight with this species you may find that you are unable to hear normal volume speech for several hours. (It has been hypothesised that this species was originally jungle dwelling and hence its loud calls were needed for territorial marking. This has yet to be investigated.)

The Snoozer *Instruckii Somnolis* The trainee's first flight with I. Somnolis is likely to be rather unnerving. From launch to landing, he says nothing, giving the trainee the impression that he is in fact asleep. A quick glance over the shoulder may confirm this suspicion. However the entire interval between raising the canopy after landing and relaunch is filled with a stream of scathing criticisms of the trainee's flying technique, proving that the instructor was only pretending to be asleep to fool the trainee.

Minutes Of The General Meeting of the Adelaide University Gliding Club On May 7th 1986 at the Jerry Portus Room

Present: David Conway (President), Stephen Were (Secretary), Mark Raftery (Treasurer), Gill Yeo (Fourth member), Redmond Quinn (CFI), Dick Temple (Airworthiness), Dennis Medlow, Nick Spencer, Martyn Roberts, Thomas Reeh, Martin Howells, Russel Norman, Don Hein, Tim Parish, Alois Black, Andrew McGrath, Paul Clarke

Apologies: Dene Larwood

Meeting Opened 7:40 pm

Motion : To Defer Standing orders in order to hear an account by Don Hein.

D.Hein/D.Conway
Carried

Don explained that when the Phoebus had been purchased by the club Mark Forster had bet Don Hein that it would be pranged in one month. As the Phoebus had gone for more than a year without incident Don had won the bet. He then shared the winnings with the club members present at the meeting it was consumed immediately. The meeting then expressed the desire that the next year should be also be incident free.

The minutes of the previous meeting were not available - there was no business arising.

1. Presidents report.

The president welcomed Don Hein Back. Don then informed the meeting that he would next return from Thailand in May next year. At the meeting in May next year he would present a talk on his activities in Thailand - 100 Knot Thermals and such things.

The president congratulated Mark Raftery and Dick Temple on successfully completing the Instructor upgrade Course. Mark Raftery is now a QFI and Dick Temple will be a QFI when he completes the requirements for a silver C badge.

2. Secretary's Report.

I have received several items from SAGA and GFA

Firstly a list of members of GFA from AUGC the purpose of this letter is to make any corrections to the computer list, so if any members have changed their address could they insure that I have details of the change. I will check with our own club list when I have that list in hand.

Secondly a series of items from SAGA

The minutes of SAGA meeting 15/3/86, next SAGA meeting 10/5/86 at Gawler 10:30.

Can we send more than one rep? RTO AIR report

Weight and balance courses to be held at clubs- R Temple will have more information

Annual inspectors meeting at 24/5/86 at Waikerie SAGA Annual Program 1986-7 we have been nominated for a regatta Jan 24-26 1987

SAGA AGM in AUGUST

A report on the nationals by Bob Irvine

SAGA development plan 3 yr plan

dealing with ES 65 project

SAGA Training Centre

competition centre

Membership drive

Cross Country Training Centre

Support for clubs

I have all of these items available here or on field at Lochiel.

Motion : That Denis Medlow be the AUGC representative to SAGA.

The advertisement for the January regatta should be sent to A.G. soon.

3. Treasurers report

The treasurer reported that he had received some payment from Waikerie but some members debts had been deducted from the cheque. He reminded club members were responsible for their debts to other clubs and that AUGC should not be used as an address.

The capital grant for 1987 still had to applied for. Suggestions were received for VHF radios and a parachute, an altimeter should appended to the 87 grant. Account information

\$1400 in bank \$600 to go to sports assoc \$500 for petrol bill \$2723 in operating grant insurance and GFA fees have been paid the club is solvent and in better financial position than for many years.

4. CFI's report

Operations are running smoothly, three points to note

a. Stop pulling into full climb too early.

b. Paddock will be ploughed soon when it is ploughed it will be unsuitable for landing on. Once the crop is growing the farmer will not like a glider in the crop. The glider can easily be damaged by the crop (ground loops)

c. At this time of year we experience low cloud. **LOW CLOUD IS A HAZARD DO NOT FLY IN CLOUD.** If cloud is low- do not fly- if you launch into cloud then abort the launch. Winch operators should cut power if the glider is entering cloud if the ridge is covered with cloud then launch height is not available. **NO LAUNCH.**

5. Airworthiness

Phoebus elevator will be fixed at the May airworthiness course. The elevator fork is out of spec a new one will be purchased arrangements have been made to have a new one bought from Germany.

Bocian front release knob sticks, this causes the release not to fully close and opening when load is placed on the release. This can be avoided by using the rear release for inserting the ring or pushing the front release cable. Repairs will be made when the Bocian is next in Adelaide. Bocian DI - ensure that the front skid tube is inflated correctly. The Bocian wheel brake is now fully operational, care is required when touching down avoid using full airbrake at touch down. Bergfalke a new tyre has been purchased cost \$75 it must be inflated to 50 psi. **PLEASE DO NOT DRIVE FLY PUSH anything with a flat tyre.**

6. Newsletter Editors

The Newsletter editor explained that trouble in printing the newsletter meant that it had been delayed. *(please note that anyone at University with an hour to spare once a month can help ...Ed)*

7. Winch report

The old winch requires repairs to one head. These will be done this weekend.

The new winch is been woked on and would soon be taken to Lochiel for storage, no completion date was given.

8. Club House report

None

9. T Hanger report

Work would commence real soon.

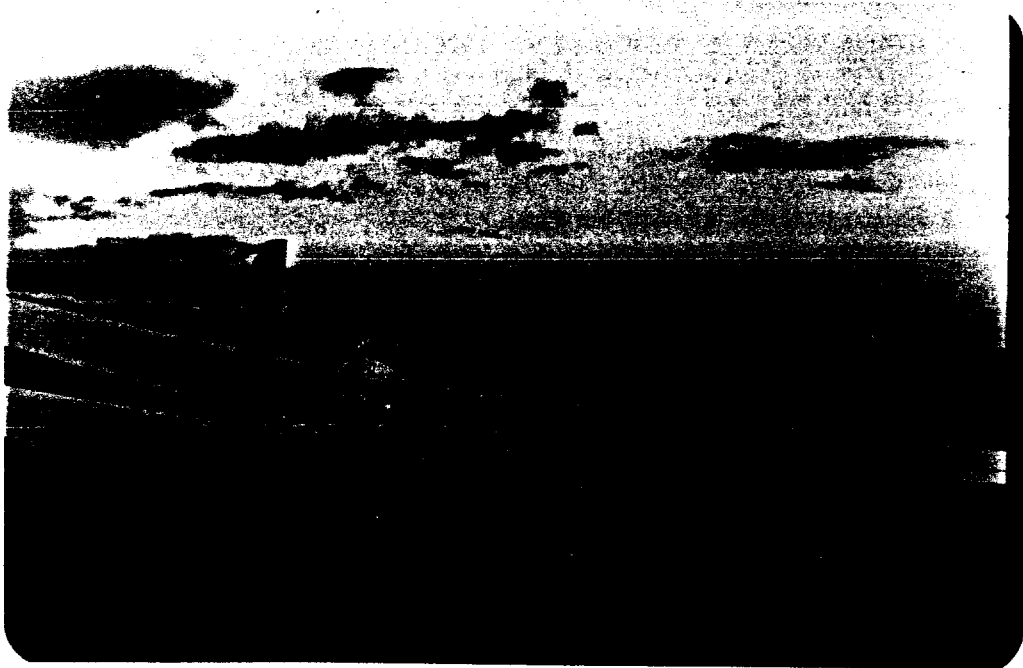
10. General Business

Dick Temple reported that he had tested two of the batteries for the radios - both OK.

Dick suggested that any members wishing to contribute to the ES 65 Fund could join together and contribute as members of AUGC which would be good publicity for the club.

Motion: That Dennis Medlow should put to the next SAGA meeting " That the AUGC wishes that GFA financial resources should be used to support the ES 65 Platypus project even though it is a high risk venture." And that the resolution should be taken to council. R. Quinn/R. Temple

Next General Meeting 4th June at the Jerry Portus Room 7:30 pm.
The Aerodynamic lecture scheduled for this meeting would be held then.
Meeting close 10:00 pm



AIRWORTHINESS MATTERS

Well, of course it does!

The Bergfaulke has just had it's main tyre badly damaged . It is difficult to imagine how it was so badly cut - perhaps a stone on field? Tyres cost about \$80, so if you see jagged stones on the strips, clear them away if you can. We have fitted an old repaired tyre, but a new tyre is really needed.

It has been agreed that the Phoebus elevator attachment will be repaired/tightened at the May airworthiness course. This should solve that annoying problem. However, I have just measured the elevator drive fork it is out of tolerance, and should be replaced. So the elevator is not going to be sorted out just yet.

I have provided an old vacuum cleaner on field, ande the club has purchased an extension cord, which will allow cleaning out of fuselages well outside the hanger. So, daily inspectors - don't leave those aircraft dirty. Vacuum them out periodically. Not only does it minimise the dirt thrown up in negative G's but reduces wear on cables, pulleys, bearings, etc.

DICK TEMPLE.

Adelaide University Gliding Club Mailing List
Suppliment to 'Uni Gliding'

All alterations to the Secretary, Stephen Were

Nick Abbott	P.O. Box 44, CLARENDON 5157	08 383
R.J. Anderson	68 Canterbury Av, PAYNEHAM STH 5070	08 31
Andrew Barker	29 Angas Rd, HAWTHORN 5062	08 271
Kristine Barnden	26 Park St, WOODVILLE PK 5011	08 268
Stephen Bates	125 Brougham Pl, NTH ADELAIDE 5006	08 267
Andrew Beaumont-Smith	12 Winding Way, BELAIR 5052	08 278
Richard Black	5 Heywood Av, UNLEY PARK 5061	08 271
Neil Boroky	C/o 4 Wilson Av, FELIXSTOW 5070	08 337
Nicholas Charles	28 Honeysuckle Dr, HOPE VALLEY 5090	08 263
Susie Chittleborough	40 Pennington Tce, NTH ADELAIDE 5006	08 267
Paul Clarke	21 Quick Rd, MITCHELL PARK 5043	08 277
Charles Clegg	13 Tusmore Av, TUSMORE 5065	08 31
M. J. Collas	2 Pridmore Rd, GLEN OSMOND 5064	08 79
David Conway	187 Brougham Pl, NTH ADELAIDE 5006	08 267
Tony Cooper	48 Robert Crt, PARA HILLS 5096	08 264
D. D. Croft	51 Finniss St, NTH ADELAIDE 5006	08 267
Christopher Crozier	37 Collingrove Av, BROADVIEW 5083	08 344
Cosimo Coscia	71 Reid Av, HECTORVILLE 5073	08 336
Annabel Cotton	21 McKinnon Pde, NTH ADELAIDE 5006	08 239
Graeme Currie	4 Kooraka Crt, HALLETT COVE 5158	08 381
Rob Davey	1 Bowman Crt, REDWOOD PARK 5097	08 263
Jessica Davison	Craughley St, CRAFTERS 5152	08 339
Mark Denichilo	7 Ayton Av, FULHAM 5024	08 356
Richard Denichilo	7 Ayton Av, FULHAM 5024	08 356
Glen Drogemuller	82 Rose St, PROSPECT 5082	08 44
Keith Feeney	30 Monmouth Rd, WESTBOURNE PARK 5041	08 274
John French	37 Kintyre Rd, WOODFORDE 5072	08 337
David Frost	3 Francis Tce, KADINA 5554	088 21
Kevin Frost	3 Francis Tce, KADINA 5554	088 21
Andrew Geering	30 Kent St, STH PLYMPTON 5038	
David Gluyas	2 Highland Ct, BELAIR 5052	08 278
Steve Goggs	19 Winchester St, ST PETERS 5069	08 42
Guy Harley	29 Hermitage Rd, AULDANA 5072	08 332
? Harradine	3 Seventh Av, ST PETERS 5069	08 42
Don Hein	C/o 66 Boucaut Av, KLEMZIG 5087	
(Martin Howells	31 Linley Av, BLAIR ATHOL 5084	08 269
David Israel	5 Hastings St, GLENELG 5045	08 294
George Kalnins	29A River St, ST PETERS 5069	08 42
George Karzis	150 South Rd, CROYDEN 5008	08 340
Tim Kildea	5 Snow St, GLEN OSMOND 5064	08 79
Matthew Krieg	212 Jeffcott St, NTH ADELAIDE 5006	08 267
Barry Lenny	P O Box 702, ADELAIDE 5001	08 42
Tim Lewis	6 Parkway Av, ATHELSTONE 5076	08 337
David McConnan	9 Clifford St, TORRENSVILLE 5031	08 43
Mark McCullum	12/7 Wellington Sqr, NTH ADELAIDE 5006	
Andrew McGrath	185 Military Rd, TENNYSON 5022	08 356
Dennis Medlow	66 Boucaut Av, KLEMZIG 5087	08 261
(work)	Telecom Australia, Information Systems	08 225
Joanne Mitchell	1 Lawson Av, KINGS PARK 5034	08 272
Ray Nelson	7 Commercial Rd, STRATHALBYN 5255	085 36
Graham Newcombe	19A Vincent Av, ADELAIDE 5000	
Russel Norman	P O Box 76, CHERRYVILLE 5134	
Peter O'Carroll	141 Coglin St, BROMPTON 5007	08 46
Tim Parish	10 Rodda Rd, MYRTLE BANK 5064	08 338
Tony Polling	4 Madeira Av, HOPE VALLEY 5090	08 264
Redmond Quinn	13 Redmond St, COLLINSWOOD 5081	08 344
(work)	SANTOS Ltd, Grenfell St	08 218

*Mark Rafferty	16 Stradbroke Av, PLYMPTON PARK 5038	08 293
*Thomas Rafferty	27 St Albans Av, VALLEY VIEW 5093	08 264
*Martyn Rafferty	P.O. Box 29, BROOKLYN PARK 5032	08 356
Lello Romano	99 Valetta Rd, KIDMAN PARK 5025	08 356
Matthew Romano	36 River Glen Dr, WINDSOR GDNS 5087	08 261
Remo Romano	20 Donaldson Dr, PARADISE 5075	08 337
Steve Romano	Riverside Dr, FULHAM 5024	
Helen Romano	10 Whinham St, FITZROY 5082	08 269
*Jenni Romano	78 Ferguson Av, MYRTLE BANK 5064	08 79
Michael Romano	24 Gothic Av, STONEYFELL 5066	08 332
*Nick Romano	51 Finniss St, NTH ADELAIDE 5006	
R. Romano	10 Aerial Rd, BELAIR 5052	
Michael Romano	16 Laurel St, PENNINGTON 5013	08 47
Gavin Romano	124 Ashbrook Av, TRINITY GARDENS 5068	08 332
*David Romano	45 Sheffield St, MALVERN 5061	08 272
Dick Romano	Rangeview Dr, CAREY GULLY 5144	08 390
(work)	Regency Park, Further Education	08 46
Peter Romano	Rangeview Dr, CAREY GULLY 5144	08 390
N. T. Romano	109 Mackinnon Pde, NTH ADELAIDE 5006	08 298
Basil Romano	108A Penfolds Rd, WATTLE PARK 5066	08 333
Sonia Romano	341 Angus St, ADELAIDE 5000	08 223
*Paul Romano	P.O. Box 64, NORTON SUMMIT 5136	08 390
Alois Romano	Address Unknown,	08 352
Grant Romano	3 Montrose Plc, BEAUMONT 5066	08 79
John Romano	73 Childers St, NORTH ADELAIDE 5006	08 267
*Stephen Romano	19 Burns Av, SEFTON PARK 5083	08 44
Helen Romano	7 Darwin Av, HAWTHORNDENE 5051	08 278
*William Romano	75 Maxlay Rd, MODBURY HEIGHTS 5092	08 264
Phillip Romano	Colonial Dr, NORTON SUMMIT 5136	08 380
Adelaide Hills G C	P.O. Box 1, BRIDGEWATER 5155	083 89
Adelaide Uni G C	Adelaide Uni, ADELAIDE 5000	088 26
C/o Sports Assoc	P.O. Box 94, GAWLER 5118	085 22
Adelaide Rowing Clb	P.O. 37, BALAKLAVA 5461	088 64
Balaklava Rowing Clb	P.O. Box 305, ANGSTON 5353	
Barossa Valley G C	P.O. Box 377, BORDERTOWN 5268	087 52
Bordertown Keith G C	P.O. Box 194, MILLICENT 5280	087 33
Millicent Rowing Clb	P.O. Box 552, MURRAY BRIDGE 5253	085 32
Murray Bridge G C	P.O. Box 272, PORT AUGUSTA 5700	086 43
Port Augusta G C	P.O. Box 450, RENMARK 5341	085 85
Renmark G C	P.O. Box 42, NORTON SUMMIT 5136	
Scout Fishing Club	P.O. Box 647, MILDURA VIC 3500	050 25
Sunraysia G C	P.O. Box 320, WAIKERIE 5330	085 41
Waikerie G C	P.O. Box 556, WHYALLA 5600	086 45
Whyalla District G C	P.O. Box 221, WOOMERA 5720	
Woomera G C	P.O. Box 136, BEVERLY WA 6304	096 46
Beverly Rowing Soc		
GFA RTO/...	7 Hemaford Grv, GAWLER EAST 5118	
Phillip Vale	,	
GFA RTO/...		
Harry Vale		
GFA CTO/...		
Mike Valentine	Bld 130 Wirraway Rd, ESSENDON AIRPORT VIC 3041	
Serials Dept	Barr Smith Library, ADELAIDE UNIVERSITY	

METAPHYSICAL FLIGHT

Soaring,
 miles above Earth.
 A man is set free
 He is a Being filled with power and rapture.
 The sense of being more than man.
 Crowned with a stern perfection
 Having no appeal to any part of his weaker nature

He defines a quest,
 To render into human life,
 Those Forces.
 Terrifying and implacable, though they be.
 The very essence of the inhuman
 And yet the very breath of life.

Confronted with these,
 Within the immensity of Time and Space.

A collapse is perceived.
 Of awe
 Of wonder.
 Of the sense of beauty.
 Of belief in a rational process.

And need it be said?
 Of a moral universe.

In short;
 All that serving to define us.

No longer so defined
 A man's most open actions cease to have a secret side to them
 The necessity for action itself,
 Is removed.

Penetrating thus far,
 Past reality,
 To the very thing itself.

The glider pilot
 The paragon of men.

The Unknown Pilot.

ÉL PRESIDENTÊ REPORTS.....

NO NO DON'T STOP DON'T STOP DON'T STOP PLEASE
 STOP PLEASE DON'T STOP I'll do it, just stop hitting me
 please Paul. Here it is....

Well, the President is happy. In fact he is joyous, but that is none of your business. As far as the club is concerned, things are looking good. Under the strict supervision of our structural engineer, of Santos fame Mr. Redmond Quinn, (and his wife, who wants to see the winch bits in her garden gone) the new winch has progressed. The subframe has had engine and radiator mounts for the 351 welded on. It has been painted with red oxide and will be painted black tomorrow. The exhaust system has been custom made and bolted on. The 351 has had new ignition leads, new oil and filter and a new starter solenoid cap fitted. Before painting, the subframe and 351 were assembled on the truck and started up. It started first time and runs very well, although a bit hot - this will be cured when the radiator fan shroud is installed. After painting, the 351 will be bolted on permanently and temporarily wired up so it can be started occasionally. The winch will go to Lochiel this weekend and live at the back of the hanger until the modifications to the diff are complete. The winch WILL be ready for our regatta in January. Thanks to Steven's father for allowing us to work in his shed, and his help with the winch.

Redmond has also completed the design of the T hanger, the steel for which is being ordered this week, and being transported to Lochiel the following weekend. The frames for the hangar will be welded together on site, and be cemented in as soon as possible.

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Gosh, a two page report! I hope you're impressed !
To continue.....

Over the June long weekend, Emilis and the Adelaide Hills Soaring Club will be visiting us, along with three aircraft - a Blanik, a Boomerang and a Kookaburra. We will be staying over, having BBQ's and lots of fun, and you will get to see and maybe fly some different aircraft, so make sure you are there! Let's hope we have 15 knot Westerlies each day !

Recently Mark and Dick attended an instructors' upgrade course. As a result, Mark is now a full instructor (and is threatening to check fly me, the upstart! He will be bringing up the Sunday Mail next...) and pending his Silver C so will Dick. Congratulations! Also, at this very moment Redmond and Martyn Roberts are at Waikerie for a week's course, the first part of the Certificate of Airworthiness Inspectors rating. Dick will be going on a course in September, after which he will have a CofA rating. Make sure you are nice to him, or he may not CofA our fleet at the end of the year!

Recently Steven and Martin Howells got their five hours, and Steven will be going on the next assistant instructors' course in June. The new trainees are progressing well, with several already doing complete circuits by themselves, and will no doubt solo soon, and fighting for Phoebus conversions before we know it! Don't forget to come flying during the holidays if you have been busy recently. (Good Luck with exams!)

We were all very impressed with the standard of the last newsletter, the first for Editors Clarke and Yeo, although I thought Gill suffered somewhat under the stinging pen of her co-editor. Now Paul, stop harassing young Maxine oops Gill. Even if she didn't have much to write about in the last episode, I'm sure she'll do much better in the next titillating tabloid of the trials and tribulations of the AUGC.

Thats about all I've got to say, so see you gliding!

DAVID CONWAY

SOUTH AUSTRALIAN GLIDING ASSOCIATION INC.

ANNUAL PROGRAMME 1986 - 87

(Draft - As at 15th April 1986)

<u>1986</u>	APRIL 26-30	GAWLER,	ASSISTANT INSTRUCTOR COURSE
	MAY 2- 4	GAWLER,	UPGRADING INSTRUCTOR COURSE
	JUNE 7,8,9	GAWLER,	NATIONAL GLIDING SCHOOL
	JUNE ?	GAWLER,?	INSTRUCTOR COURSE
	MAY 10	GAWLER,	S.A.G.A. MEETING
	AUGUST ?	?	S.A.G.A., A.G.M. & G.M.
	SEPTEMBER 19	ESSENDON	G.F.A. SPORTS COMMITTEE
	SEPTEMBER 20-21	ESSENDON	G.F.A., A.G.M. & A.C.M.
	SEPT 27 - OCT 4	WAIKERIE	ORANGE WEEK
	OCTOBER 11-13	WHITWARTA	BALAKLAVA G.C. REGATTA
	OCTOBER 27-31	WAIKERIE	INITIAL CROSS COUNTRY COURSE
	NOVEMBER 22-23 } AND 29-30 }	BORDERTOWN	BORDERTOWN-KEITH REGATTA
	NOVEMBER 10-14	WAIKERIE	ADVANCED CROSS COUNTRY COURSE
	DECEMBER 6-13	MILDURA	SUNRAYSIA G.C. MINI-COMPS
	DECEMBER 13-21	WAIKERIE	S.A. STATE COMPS 1986/87
<u>1987</u>	JAN 10-FEB 1	BENALLA, VIC.	20TH WORLD GLIDING CHAMPIONSHIP Jan 10, Reception/Registration Jan 11-16 Official Practice Jan 17 Opening Ceremony Feb 1 Closing Ceremony
	JAN 24-26	LOCHIEL	ADELAIDE UNI G.C. SPORTS CLUB
	JAN 24-26	MILLICENT	MILLICENT G.C. REGATTA
	FEB ?	PALLAMANA	MURRAY BRIDGE G.C. REGATTA
	APRIL 11-16	WAIKERIE	CROSS COUNTRY COURSE
	APRIL 17-20	GAWLER	ADELAIDE S.C. EASTER REGATTA
	APRIL 25-27	STONEFIELD	BAROSSA VALLEY G.C. REGATTA

* * * * *

OTHER EVENTS S.A.G.A MEETINGS ARE NORMALLY HELD IN OCTOBER & MAY
AT DATES DETERMINED AT THE PREVIOUS MEETING.

AIRWORTHINESS COURSES FOR 1986 HAVE BEEN ARRANGED
AS DETAILED IN THE RTO/AIR REPORT DATED 15.3.86
CLUBS ARE BEING ADVISED DIRECT BY THE RTO/AIR.

CHANGES, ADDITIONS, DELETIONS:

PLEASE ADVISE S.A.G.A. SECRETARY A.S.A.P.

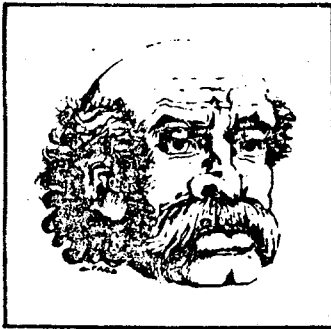
NOTE THAT THIS IS A DRAFT PROGRAMME

ISSUED BY S.A.G.A. SECRETARY
15th APRIL 1986

FRED J. FOORD
18 FREMANTLE ROAD
PORT NOARLUNGA SOUTH 5167

S.S. CLUB SAFARIS PROPOSED:

BLACK SPRINGS, A.S.C. 17/19 MAY, W.G.C. 7/9 JUNE 1986
WILPENNA POUND, B.V.G.C. SEPT HOLIDAYS, 1 OR 2 WEEKS.



"Oh My Stars!"

BY ERNST E. STEIGLEBAUER

Your very personal horoscope predictions revealed here for the first (and last) time by our very own astrologist and volunteer-fire-brigade-trainee, Ernst Steiglebauer (originator of the now-famous oath, "Oh my stars!")

HAIRIES (March 21 to April 20)



The end of the world will not happen this month — it will only seem like it. The best approach would be to either postpone this month until some more favourable star-pattern, or simply cancel it altogether (turning to the next page on your calendar, and carrying on as if nothing at all has happened).

TAURUSTY (April 21 to May 21)



With this month comes the promise (you lucky, lucky person) of between 28-31 days. But wait . . . in the process you will lose your contact lenses. If you don't wear contact lenses, this should be no particular problem. But if you do, then it will be, and a friend who doesn't and hasn't (i.e. doesn't wear them and hasn't lost them) will loan you his.

GEMINICRICKET (May 22 to June 21)



Three total newcomers will feature prominently in your life this month. It is unclear who the first will be, but you will know him because he will be followed closely by the second (i.e. No.2) and soon after by the third (i.e. No.3). However, don't let them throw you into confusion and disarray by changing places — e.g. 1,3,2.

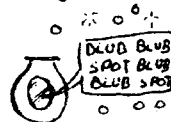
CANCEL (June 22 to July 22)



Your planetary lineup will give you a peak month — but you will have to watch a tendency to be vulgar in the presence of a senior, elderly relative who will descend on your family

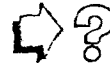
unexpected and unwanted. Better not to say anything — just bark loudly, tear at her stockinged legs with your teeth, and do your best to frighten her off.

LOO (July 23 to Aug 23)



Remember all those bitter disappointments you encountered last year? Well, (woe,woe) they are about to come crashing back into your life, and all the indications are that you will go totally and irreversibly insane. But cheer up — you are now eligible for a successful career in government politics.

VIR-ARE-YOU-GO-ING (Aug 24 to Sept 23)



Mercury is acting up this month, and your bodily system will probably do the same. Prepare for a rash of wild headaches and sweaty palms (plus a possible recurrence of your childhood bedwetting problem). Take comfort from the fact that today is the first day of the rest of your life (although so was yesterday, and you did nothing about it then.).

LIBRATED (Sept 24 to Oct 23)



The investment market will continue to fall at least until it stops falling (and possibly for a short period after it stops). But good news . . . a rich uncle will give you a chain of lingerie factories. Bad news . . . the factories are in Uganda, and the lingerie is made exclusively for Idi Amin. (So just remember: If at first you don't succeed, give up!)

SCORCHIO (Oct 24 to Nov 22)



This could utterly definitely be one of those months — although, there again, it could equally definitely not be. Either way, you can not afford to be indecisive and/or/neither impulsive. Follow your star-path scrupulously, and it will all have a pleasant and/or/both unpleasant outcome. One essential principle: If in doubt panic.

SANITARIUM (Nov 23 to Dec 22)



A sinister stranger will lunge in your life shouting "What can he n — which is an interesting question just because you are permanently noid doesn't mean he is not out to you. Act immediately. Punch him heavily around the head and feet, spend every available evening pruning back your fruit trees.

CAPRICORNONTHECOB (Dec 23 to Jan 20)



The call of "the great outdoors" be especially strong this month (a presumably, the call of nature). V it off with a spot of mountaineering competition-arm-wrestle with your headmistress, or a touch of over-se travel. Fly economy class. You v get a movie, but the hostess may s slides of her South Island holiday.

AQUEERIUS (Jan 21 to Feb 19)



Your thought-life will centre o again on your thought-life. But c be fooled into thoughtfully think about it more than you honestly t you thoughtfully can, because no the best time for potting purple p pas grasses. Further, you may fee the odd-man-out this month. Bu remember: There's always next n when you can wear clothes again.

PISCES-IN-THE-SKYCES (Feb 20 to March 20)



Your intense, life-time romanc will take a tumble this month as y beloved moves up to Intermediate School. However, you can take c fort in l Chronicles 26:18 "At Pa westward, four at the causeway, a two at Parbar!" (KJV) Resign y self to your fate. Move directly t jail. Do not pass go. Do not colle \$200.

UNSPECIAL OFFER: Enquire at you local MP's office for a free autographic copy of E. Steiglebauer's latest book: "The Horoscope Guide To Wheelchair Repairs & Pigeon Droppings."

The Back Page



CAPTION CONTEST

CAN YOU THINK OF A CAPTION TO THIS PHOTO?

EXAMPLE: "THIS IS WHAT FULL BACK STICK FEELS LIKE!"

IF YOU CAN THINK OF SOMETHING BETTER, SEND IT TO GILL OR PAUL THROUGH THE PIGEONHOLE IN THE JERRY PORTUS ROOM AT THE UNI.

PRIZE: 3 FREE LAUNCHES (THANKS, MARK!)

ALL SUBMISSIONS (AS LONG AS THEY'RE NOT TOO OBSCEN)