

ADELAIDE UNIVERSITY GLIDING CLUB INC.

NEWSLETTER

Vol.1 No.4

October, 1976.

Even the best laid plans go astray and this is none the less true for our Club. The plans outlined in the last newsletter have all fallen through. The Dinner, which was to have been held on September 10th, had to be cancelled due to lack of numbers. This occurred because:- (a) it conflicted with other events and (b) it was too expensive. To replace this event the Executive has arranged a combined film evening and wine and cheese tasting in the Little Cinema, Level 5, Union Complex, on Thursday 14th October at 7.30 p.m. The cost is only \$2 per head.

The plans for our own airfield at Mintaro have also fallen through, but the Executive is looking at another site at Lochiel which is promising. The Club did obtain permission to use a property at Black Springs, 15 km. south of Burra, for ridge-soaring on the October long weekend. This, however, had to be cancelled at the last moment when the paddock became rain soaked.

Plans for the Club's own winch have, in contrast, gathered momentum. An automatic V-8 engine has been obtained for \$400, this expenditure being funded by Emilis. Also, after the exams, Emilis, Tony Kiek and Neil Mancktelow are flying to Renmark and Mildura to check winch chasis which are available.

FLYING:

During August the Club completed 195 launches, flew 50 hrs. 46 min. and 78 cross country miles at Gawler, Waikerie and Balaklava. During September 21 hrs. 5 min. and 43 cross country miles were flown in 113 launches at Balaklava.

The following are congratulated:-

Ian Roberts	-	Silver 'C' distance (75 km) & height	26/8/76
Des Maslen	-	Silver 'C' height	29/8/76.
Andrew Horton	-	Silver 'C' height	30/8/76.
Dave Biggs	-	Silver 'C' height	30/8/76
Neil Mancktelow	-	Silver 'C' distance (64 km)	26/9/76.
Peter Lavers	-	First solo	5/9/76.

VACATION FLYING CAMP:

The August vacation flying camp was held at Balaklava from Monday 23rd August to Saturday 28th August. Instruction was available on only two days, the rest of the camp was solo flying.

Monday.

A howling gale grounded all gliders but that didn't matter since the Kookaburra was in pieces, and on its back, at Gawler having a crack in the plywood, just in front of the wheel well, fixed.

Tuesday.

Ian Roberts, David Biggs, Andrew Horton and Des Maslen were present but cloud prevented any lift from forming. 24 launches. 3 hrs. 29 min. flown.

Wednesday.

Another cloudy day but with more lift about. This encouraged David Biggs to attempt a cross country flight to Red Hill but he outlanded 15 miles north of Whitwarta. David's outlanding proved that pilots should always maintain a lookout for low flying hills! He ended up landing on top of one. 18 launches. 2 hrs. 41 min. flown.

Thursday.

Friday.

Scratchy conditions existed below 2,000' and Des Maslen was the only one to get a decent flight (1 hr. 17 min. starting at 10.43 a.m.) which got him his silver 'C' height. 24 launches. 4 hrs. 37 min. flown.

Saturday.

A lovely day, summer had arrived and there were good patches of lift if you could find them. Dave Stobie, who had come up on Friday night had the longest flight (1 hr. 35 min.) but forgot to switch his barograph on. Andrew Horton and David Biggs didn't forget however and they both got their silver 'C' heights. Reg Golli instructed Peter & Keith Lavers and Chris Lockwood in the afternoon whilst Emilis went cross country in Balaklava's Cirrus. 8 launches. 5 hrs. 17 min. flown.

A grand total of 90 launches and 20 hrs. 43 mins. flown in 5 days!

OTHER HAPPENINGS:

Peter and Keith Lavers cycled to Whitwarta Airfield from Elizabeth on September 4th. A 7 hr. trip just to go gliding!

On the same day Des Maslen had a slight car accident at Tarlee en route to the airfield.

On Sunday 12th September Emilis caught a spare winch wire in the Kookaburra's tailskid on launch. The launch was aborted at 400' and a modified circuit carried out. Luckily not much damage was done although the tailskid wearing stays were torn out.

FUTURE ARRANGEMENTS:

Due to the examinations, all organised flying has ceased until Saturday 27th November. In the meantime the Kookaburra will be stored at Gawler and solo pilots who have the necessary endorsements, may use it if they wish. After the examinations, flying will recommence and notification of flying arrangements will be pinned up on the Sports Association noticeboard, as usual, throughout the holidays. The meetings of the Club will continue, uninterrupted, throughout the examination and holiday periods.

CROSS-WINDS - SOMETHING TO THINK ABOUT. (by the CFI)

The ideal situation when flying is to land and take off into wind - dead into wind. This is because in this configuration the aircraft lifts off at the lowest ground speed and settles on with minimum of forward momentum. This means a minimum of operating room required. Also the air is still flowing correctly over the control surfaces - even at standstill.

So a few rules -

1. Never land downwind.
Not only is your landing speed, air speed plus wind speed, but the controls lose all effectiveness once ground speed = tailwind speed.
2. Land into wind as far as practical.
'As practical' is the important part.
If landing down on runway - land down it, not across it - the consideration for other traffic takes precedence over wind direction.

As just illustrated there are often good reasons why we can't land dead into wind.

On the airfield, the runways may run in a crosswind direction; other aircraft buildings etc. may make it unsafe to approach other than straight down the runway.

Cross wind technique -

Aim: To counteract drift across ground on approach or take off and counteract weathercocking when on the ground.

Weathercock is the effect of the aircraft wanting to turn upwind because the wind is pressing against the largest area on the aircraft - the tail.

Technique: Use either crabbing or slipping.

In both the upwind wing is held down in the air; once roundout is completed. This helps as on the ground that wing is also held down to avoid being blown over.

Crabbing technique requires the nose to be turned upwind so that the yaw string is normal and the aircraft crabs along the runway. Crabbing is also used during the launch.

Slipping technique requires the nose to be turned downwind and the aircraft to then be sideslipped upwind. In this position the yaw string points down wind of the aircraft, and the aircraft nose is aligned with the runway.

I've been teaching the crabbing method but don't mind which you use, as long as you use one, and not both at once.

EMILIS

UNIFORMITY - by Guy Harley.

One of the few good things about powered flying is that one can go to any club and after a few circuits with an instructor, use the club's aircraft to the full extent of one's licences, ratings and endorsements. This is because there is a uniform authorisation system imposed by DOT plus strict requirements relating to recent experience in the type of operation being indulged in.

This is not so within the gliding movement. For instance, a pilot can be cross-country routed by one club, and, in fact, have done a few cross country flights, but not be allowed to fly cross country in another club. This situation was permissible while there was little mixing between clubs but with the advent of professional organisations it has become untenable. It is ridiculous to expect a pilot who has spent hundreds of dollars attaining a certain standard in a professional gliding school to have to go through similar training upon joining a club. The reason for this is that the only system of licensing glider pilots is based on "sporting performance" and not upon airmanship. Under the first system even an inept, and unsafe, pilot could get a Silver "C", if the weather was right; under the second system he would be labelled as an inept and unsafe pilot. The system of student pilot log books provides the basis for such a system but to be effective it must be uniform and this requires action from GFA.

First, every club must be required to use the system. Second, formalised standards should be set e.g. limited solo, unrestricted solo, limited cross country, unrestricted cross country, limited type endorsements, cross country type endorsements. Thirdly, the standards set must be achievable by most clubs. Fourthly, recent experience requirements for all types of operations must be set and all pilots required to fulfil these recent experience requirements before embarking on the operation in question.

The main argument against such a system is that it would deprive clubs of control over their flying operations. As any powered aircraft organisation would point out this is not on. Such control can still be maintained by check circuits of visiting pilots, the grounding of pilots whose flying breaches local rules or is observed to be unsatisfactory, and the variation of the overall standards in relation to its own members. It is also likely that the standards set will be similar to those currently imposed by the individual clubs themselves.

In short, a uniform system of glider pilot licensing, based on pilot airmanship, backed up by recent experience requirements and accepted by all clubs must be

December 2nd, 7.00 p.m., Sports Association Office - monthly meeting.

December 4th-11th, Sunraysia Mini Camps, Mildura, Vic.

December 29th-January 12th, Renmark - 16th National Gliding Championships.

January 29th-31st, Stonefield - Barossa Valley Gliding Club regatta.

February 3rd, 7.00 p.m., Sports Association Office - monthly meeting.

February 6th-13th, Horsham, Vic. - Horsham Week Regatta.

April 8th-11th, Gawler - Gawler Easter Regatta.

Editor: GUY HARLEY,
Law.

STOP PRESS:

The airfield at Lochiel is ours for the asking! The documents are being prepared and will be signed next year. However, it is expected that we will be allowed to use the airfield before then.