A NEAR ACCIDENT (from RAAF Flying Safety)

The following is a true story from the Royal Air Force:

"A Tucano (a two seat, turbo-prop trainer similar to the RAAF's PC-9s) was being flown dual with the front seat pilot in control. During the take-off roll, as the control column was moved rearward to rotate the aircraft (ie start initial climb) both elevator control and all resistance to control column back pressure was lost. The take-off was aborted. During the taxi-in, it was noted that the elevators responded correctly to rear control column inputs, but the front control column appeared to be disconnected from the elevators.

The report from the Unit Inquiry states that the initial investigation by engineers revealed the front and rear control column interconnecting rod to be disconnected at the rear column end. The aircraft had recently been in maintenance and both columns and the elevator interconnecting rod had been disconnected then. During reconnection, the elevator interconnecting rod was incorrectly assembled to the rear column. During functional, pre-start and pre-take off checks all flight controls operated normally since the rod was held in place by friction. However, as the aerodynamic forces increased on the take-off roll, the friction was overcome and the rod disengaged. Elevator control from the rear cockpit remained intact throughout.

If this incident had happened when the aircraft was flown solo or if the rod connection had survived the take-off the outcome would have been very different."

It is important to thoroughly DI a glider, especially after it has just been rigged, to check the controls are properly connected. It is also important to check BOTH sets of controls in a two seat glider.

THE GRAMPIANS REPORT

"Anthony, before you go this afternoon....." were the words that I had been dreading to hear. True to form at precisely 11:26 am, Peter, my boss had found something that absolutely, positively had to be done on the Friday afternoon before a long weekend. It was Friday afternoon 6 June and I was trying to organise myself for the gliding club trip to the Grampians. After frantically completing all the last minute jobs that mysteriously crop up just when you are trying to leave I raced out the door (Pete had already gone), jumped to my car drove around to the second car park where I had stashed MI then back to my room.

I was not well prepared for this trip. True, I had planned ahead, bought all of my food and alcohol and I had ensured that I had done my washing and had a suitable quantity of clean underwear (ie more than one pair), but I was not packed. I looked at the time. I had just enough time to change, through my things into the back of the car and then leave to pick up Peter Rivett and meet Claire Clements and Peter Cassidy who was towing TX at 'Eagle on the Hill'.

The phone rang, it was Peter who'd also had delays and couldn't make the pick-up point. Could I meet him elsewhere? No problem. I raced out the door; food, camera and clothes in my arms, trailing loose socks behind me, and was away.

I met Peter R at Grand Junction. He had a plethora of camera gear, bags and a *sleeping bag*. With a sinking feeling (about 10 knots down) I realised that mine was still in my cupboard! We then turned around and trekked back out to the RAAF base. Fortunately Peter Cassidy (there are too many Peters involved aren't there!) rang and said that he would be late. I explained that I would be later than he was and we decided to

still meet at 'Eagle on the Hill' anyway.

Having finally gotten everything that I needed, Peter R and myself finally got under way. Just before we arrived at 'Eagle on the Hill' (and only an hour late too!) Peter C rang again. The Conways towing QZ had just gone past, so he was taking Claire in his car and leaving. He was planning to stop at Bordertown for dinner and that we should meet there.

The first leg of the trip was uneventful and all three cars (the Conways, Peter C and myself) arrived at Bordertown within a minute of each other. Dinner on the other hand was not as well timed. The roadhouse was very busy and Peter R, Peter C and Claire had ordered a pizza which took an hour to be cooked.

The second leg of the trip was just as uneventful as the first, with the three cars in loose convoy. At Stawell, Claire was transferred to my car as she was staying at the caravan park with us and Peter C was staying with the Conways, at Sarah Jane Cottage.

After dumping MI at the airfield, we arrived at the caravan park at 11:30 pm (Vic time). There we met up with Raj Bholanat who had towed CY with Fiona Clements as passenger and Peter Temple and Mandy Wilson who had towed ZM. These guys had left Friday morning. Fiona was supposed to meet them at 'Eagle on the Hill' service station but ended up getting lost and waited at the pub. After an hour of waiting at the service station Peter T and Raj drove up to the pub and found Fiona. Their trip over was not quite as uneventful. It always happens. Someone has to blow a tyre on one of the trailers. This time it was Raj. I had blown a tyre towing MI back from Lochiel. During the week I had tried very hard to find a matching cross-ply tyre. In the end, because some of the other tyres on the trailer were on their last legs, I bought a complete set of radials for it. With the help of Mandy and Peter T, the found a suitable cross-ply in a second hand furniture store in Horsham. After buying the tyre they went to the nearest service station where Raj walked in and said "Help!". The mechanic looked at the rim and shredded tyre Raj had in one hand and the new tyre in the other and said "I think I see the problem!".

With only that little mis-adventure they arrived at the caravan park and waited for us.

As we unpacked the car, Claire asked directions for the toilets. As we set up the caravan, Claire returned. It was then that we discovered her remarkable talent: she can talk complete strangers into giving her large amounts of alcohol to drink for nothing. She had been in the caravan park for 5 minutes and had met "these Victorians" and disappeared off with them for three hours (but only on the condition that she didn't wake us up when she got back; but she did).

Saturday started out fine. Peter T, Mandy, Raj and Fiona all raced off early to the airfield to rig ZM and CY. There were signs of wave and they were keen to get into it. Just as the aircraft were nearly rigged, low cloud came across and proceeded to rain until 2:30 pm. It was a pretty depressing start to the weekend.

We eventually started flying when the cloud lifted. The other side of the ridge was working but was mixed with rota. (For the non-Grampian experienced people: Rota is very rough, turbulent air downwind from other ridges or hills and is often associated with wave. Bad cases are often characterised by air going 10 knots up and then 10 knots down in the space of a few metres and can easily roll a glider upside down despite the pilot applying full aileron to stop it. We were

ridge soaring on the other side of the ridge from the airfield. If you got caught below the ridge, you couldn't get back to the airfield and would have to outland in a large lake!). The rota made the flying the ridge a very nervous and far from comfortable time. Watching the airfield disappear behind the ridge as you complete a turn in 10 knots down after you started in 5 knots up is not a fun experience and most people gave up the struggle after about 30 minutes. But at least we flew.

That night, half of the club went to the barbecue at Bastin Park and the caravan park group took off into Stawell for a pub dinner. Part of the national ballooning competition was being held in Stawell and a number of balloons were set up in a park doing night glows. This is where the balloon is tethered to the ground or ballasted so it can't fly and when the light the burners the whole balloon canopy lights up. It was very pretty. Somehow Fiona was too preoccupied with something else and missed it completely when the car she was in drove past?

On our return from the pub, Claire found a different set of Victorians to give her alcohol for free and quietly disappeared for a few hours. Fiona went frantic and was desperate to find her. She

even considered knocking on every caravan door to try and find her. Her best scheme involved asking the park management which caravans had Victorians in them!
Sunday was a grey morning with another late start after we waited for the low cloud to lift. It turned out to be the best day of flying. There were narrow thermals sparsely scattered around the sky. Once a glider started circling, everyone in the sky rushed in to join it and produced gaggles of up to 9 gliders circling each other. Most people managed to get a reasonable flight.

That night the two AUGC groups did a swap, the caravan park group went to the barbecue at Bastin Park and the others found a restaurant or pub for dinner.

On our return from the barbecue, Claire disappeared once more. This time she excelled herself. She met a minor league soccer team from Melbourne who were playing a match on the Monday and weren't allowed to drink. So they watched Claire drink instead. Needless to say Claire was fairly inebriated on her return to the caravan.

Monday didn't look good from the start, especially for Claire, the Conways and Redmond Quinn. That morning, Redmond was reversing his recently acquired four wheel drive He was so concentrated on what was behind him he swung the front of the car into a large post sticking up out of the ground. There were eight of these posts surrounding, you guessed it, an LPG tank. They obviously did their job and prevented Redmond from ramming the LPG tank. The owners of the tank obviously knew Redmond would be there and took precautions. (For the newer members our beloved CFI has a natural affinity with LPG cylinders of all kinds which usually results in the LPG cylinders trying to explode). The Conways bogged their car again, at least it was at the cottage and not on a 'shortcut' this time.

It was raining and low cloud again. We decided to call it quits and de-rig. Many people used the extra time to explore the Grampians. Everyone had an uneventful trip back to Adelaide, except Redmond who picked up a puncture.

The best bit is: everyone enjoyed themselves.

WHAT'S ON JULY!

Now that the exams are over the expects a better turn up to the social events.

Annual Club Dinner and Special General Meeting, Wed 2 Jul 97
Buckingham Arms Hotel, $16 per head. Bring a friend. This is the club's prize night and get together. Who will get the prestigious 'Wheels Up Award' for the best stuff up this year? Also we will hold a Special General Meeting to elect Raj (or anybody else who volunteers) as Treasurer.

Executive Meeting, Wed 16 Jul 97
7:30pm 17 Doulton Cres Modbury Heights,
All welcome to have a say in how to run the club.

Dinner at Kwikstix, Wed 23 Jul 97
7:00 pm Kwikstix, 42 O'Connel St, Nth Adelaide.

Barbecue at West Beach, Mon 6 Aug 97
7:00 pm at West Beach Shed. Good introduction to West Beach.

AT WEST BEACH

Work at West Beach has been going well and it is great to see new faces working down there in the evenings. Here is a summary of what has been done and what is forecast to happen:
Libelle: Finished and back at Lochiel. Needs polishing though.
Bergfalke: The Bergy is in for it's annual inspection (Form 2). This should be almost finished by the time you read this, as the club doesn't have an airworthy two seater at the moment and we've been trying to hurry ZM through. Please help!
Puchatek: As soon as the Bergy is finished we'll swap it for the Puchatek. The airbrakes need to be fixed and some minor stuff too.
Arrow: This is a Form 2 also, but is secondary to the two seaters. If you've just gone solo, you should be very keen to get the Arrow back to Lochiel to get converted to it.
Bocian: Yes it's still at the back being slowly rebuilt. Progress is slow because of the above.
Winch #3: The engine has a new radiator and a new fuel tank (it's huge). Hoops need to be fitted to the winch drums. Then the drums and diff can be located. The transfer box needs to be

SO YOU WANT TO HELP AT WEST BEACH?

✈ So you want to help at West Beach, but can't get there?
✈ You can ring the club contact person, Anthony, on 018 810 963 or (08) 8393 2646, E-mail: Anthony.smith@adelaide.on.net. He can organise a lift for those who need it. If you are **truly desperate,** his work phone and work e-mail are : (08) 8393 2897 and smitht@esa.gvl.esys.com.
✈ A lift is available from the Adelaide University footbridge at 7.30pm Mondays and Tuesdays.

SO YOU WANT TO GO FLYING THIS WEEKEND?

✈ You must ring the club contact person, Anthony, on the Thursday before, between 8.00pm and 9.30pm, on 018 810 963 or (08) 8393 2646, E-mail: Anthony.smith@adelaide.on.net, so that he can organise instructors and transport for those intending to fly. If you are **truly** desperate, his work phone and work e-mail are : (08) 8393 2897 and smitht@esa.gvl.esys.com.
✈ A lift to Lochiel is available from the Adelaide University footbridge at 7.00am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.30am
✈ Remember to phone the contact person or you could be forgotten.....

AUGC: What's on?

Jul '97

Monday	*Tuesday*	*Wednesday*	*Thursday*	*Friday*	*Saturday*	*Sunday*
30 7:45 pm West Beach Shed Bergfalke Form 2 Arrow Form 2 Winch #3	**1**	**2** Club Annual Dinner and Prize Night. Buckingham Arms Hotel. $16 per head. Bring a friend.	**3** *Call Contact Person 018 810 963*	**4**	**5** *Go gliding...*	**6** *Go gliding...*
7 7:45 pm West Beach Shed Bergfalke Form 2 Arrow Form 2 Winch #3	**8**	**9**	**10** *Call Contact Person 018 810 963*	**11**	**12** *Go gliding...*	**13** *Go gliding...*
14 7:45 pm West Beach Shed Begfalke Form 2 Arrow Form 2 Winch #3	**15**	**16** Exec Meeting. 7:30 pm @ Michael's: 163 Walkerville Tce Walkerville, All welcome	**17** *Call Contact Person 018 810 963*	**18**	**19** *Go gliding...*	**20** *Go gliding...*
21 7:45 pm West Beach Shed Bergfalke Form 2 Arrow Form 2 Winch #3	**22**	**23** Dinner at Kwikstix. 7:00 pm 42 O'Connell St Nth Adelaide	**24** *Call Contact Person 018 810 963*	**25**	**26** *Go gliding...*	**27** *Go gliding...*
38 7:45 pm West Beach Shed Bergfalke Form 2 Arrow Form 2 Winch #3	**29**	**30**	**31** *Call Contact Person 018 810 963*	**1**	**2** *Go gliding...*	**3** *Go gliding...*

THIS MONTH ON FIELD

Sat 31 May: A nice winter's day for flying with thermals to 4800' and fluffy clouds that didn't melt until late in the day. Most people managed a soaring flight and Fiona Clements and Mark Tingay resoloed and tried to make friends with ZM. Peter Temple and myself caught an orphaned lamb to raise themselves, it wasn't easy and they'll let us know when it's ready for a "Lamb on a Spit" BBQ night.
Sun 1 Jun: We had a late start as Gary Hollands was late leaving Adelaide and Peter Temple and myself had to spend some time repairing the battery in Peter's car after **the mice had eaten through the plastic and let all of the acid out**. We managed a quick repair job with some silicone sealant and a bottle of concentrated sulphuric acid that was in the back of the hanger (*is there anything we don't have in the back after of our hangar?*). It was a circuit day and we finished early to de-rig ZM ready for its trip over to the Grampians. Chris Kemp, a new trainee, had flight of the day with Peter who managed to stay up for 40 mins whilst everyone else did circuits (*as usual*).
Mon 2 Jun: Greg organised a BBQ at West Beach which worked well, as we had enough people to finish the Form 2 on CY and put it away ready for its trip over to the Grampians.

Wed 4 Jun: At the June general meeting Gary Hollands spoke to us about the wave flying site at Pomonal, and general aspects of Wave flying. (Particularly the dangers of flying with Redmond). 17 people attended the meeting.

Fri 6 Jun: See the Grampians report.
Sat 7 Jun: See the Grampians report
Sun 8 Jun: See the Grampians report. At Lochiel Andrew Mc Grath instructed and they flew circuits.
Mon 9 Jun: See the Grampians report.

Sat 14 Jun: Ridge with low cloud and periodic rain showers. We flew the ridge and landed when it started raining and cloud base started descending. Peter Cassidy hogged the Puchatek, Jeff Brenton outlanded TJ in the biggest muddiest paddock he could find after being clouded off the north end of the ridge. We had to use the winch to drag TJ out.
Sun 15 Jun: No flying.

Sat 24 Jun: The Bergfalke is in for its annual inspection and when the Puchatek has DI'd it had jammed air brakes. Only single seaters flying.
Sun 25 May: Steve Were had his 40th birthday party. No flying.

Tue 24 May: Go-karting. 12 people had a great time with thrills and spills. Angus and Peter Temple won. *(More next issue. Ed)*

Mandy (Social Convenor)

Uni Gliding
If undelivered please return to;
AUGC Inc.
c/o Sports Association
Adelaide University, SA 5005