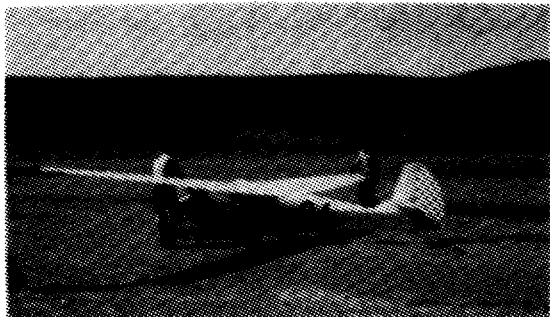


THE LOCHYEL TRIBUNE



THE REGATTA:



The Mid-North Shuttle Trophy is still at Whitwarta. We need a pilot to fly down to get it in the Arrow since the Kookaburra is incapable of doing so - isn't that right Emilis?

BAROGRAPH

Thanks to a group of members too numerous to mention, the Club now owns a barograph. This instrument measures achieved height against time on a revolving scale, and will be kept permanently in the Arrow.

In the morning, as part of the Arrow's daily inspection, pilots should put in a new foil and tape (from the cupboard in Emilis' shed), wind up the clock and strap the barograph into the holder in the luggage compartment. Then switch it on.

In the evening remove the foil for any height or cross country claims that

Flying

The current downturn in flying operations has led to a number of innovations and suggestions which pilots should follow.

- 1 A volunteer "Rostered Pilot" roster had been posted with the volunteer instructors roster. The duties of the rostered pilot will be primarily to drive the winch but he may also be called upon by the duty instructor to supervise operations at the launch point. This should ensure that operations go more smoothly and faster. Whilst the system is voluntary it is emphasized that if pilots with the necessary experience do not volunteer they will suffer from the inevitable increase in charges and the lack of an experienced winch driver to launch them when they want to go flying.
- 2 Members must be at the airfield by 10.00am. Later attendance will incur penalties in the form of lack of flying time.
- 3 Members are encouraged to stay overnight in order to get an early start the next morning. This doesn't mean necessarily, staying at the airfield for two days in a row, you can always drive up the night before you intend to go flying. This includes driving up on a Friday night. If you don't know how to get to the accomodation, which is free, or how to open it up, turn on the water heater etc. then ring Emilis on 339-2381.
- 4 There is an energy crisis so please don't come up to the airfield in your very own car. Use the lists pinned up on the Sports Association notice board to ensure that there are at least three people per car. Besides saving you money, this ensures that nobody has to hang around waiting for people to show up before they can start flying.
- 5 There has been insufficient cross-country flying in the Arrow. The executive and instructors panel wishes to make it clear that taking the Arrow cross-country is not hogging the aircraft because other solo pilots can always use the Bocian. In particular, pilots are reminded that the Mid North Shuttle Trophy is still at Whitwarta awaiting collection.
- 6 Emilis is contemplating running a series of cross-country lectures if enough people are interested. If you are interested then contact him on 339-2381.

The efficiency of operations should also be improved with the addition of two more instructors to our ranks. They are David Searle (ASC) and Peter Buttery (Balaklava). Both are given a hearty welcome to our humble ranks and thanks, in advance, for their services. This will enable us to guarantee that an instructor will be present at Lochiel at least every Saturday.

However, even if an instructor isn't rostered there's no reason not to go to Lochiel. For instance, on Sunday 23rd only Emilis, Des Maslen, and Peter Ashenden were present but everyone still got a flight, including one and a quarter hours on the ridge for Des, and still managed to do some work on the V-8 winch and the Kooka!

So let's see more of you at Lochiel, more often and for longer periods.

NOTICE BOARD TACTICS

When putting your name down for any particular day, write down your contact department and/or phone number and/or address, so that

Those people who make last-minute changes which have an adverse effect on flying operations must have a valid reason for doing so. This applies particularly to instructors.

The list should be checked on Friday morning, so that any last-minute changes can be made then. It should also be checked again on Friday afternoon (about 4 p.m.) so that everybody can see what changes have been made, if any. The list, after this time, will be regarded as final. Anybody who, after this, makes a change which will adversely affect operations, will have to notify all those affected.

If you intend flying on any particular day, then you must put your name down for that day, unless you have a good and valid reason for not doing so (e.g. you haven't had a chance to get to the notice board, due to illness or some such). Those who don't abide by this run the risk of not being allowed to fly, or being fitted into the flight list with a very low priority.

In this way, every body knows exactly what's happening.

Heed this and give everybody a fair go.

VACATION FLYING

It is traditional for the club to run a week long camp during the May holidays in order to give pupils who have been flying regularly during the first term a chance to go solo in one fell swoop. Originally we had feared that this would have to be cancelled this year due to a lack of instructors but we now find that instruction will be available on ten days and solo flying will be available on a further eleven days.

Flying lists for these days are now displayed on the Sports Association notice board and those pilots or trainees wishing to attend must place their name on the list well in advance. The dates are:

May 13th and 14th	:	Normal weekend flying.
20th and 21st	:	Instruction; contact Tony Kiek ph 31-3999
22nd to 24th	:	Instruction) Contact Emilis ph 339-2381
25th	:	Solo flying)
26th to 28th	:	Instruction)
June 3rd to 10th	:	Soloflying; Contact Graham Parker ph 261-5968

TINY TRIANGLES (reprinted from the A.S.C. journal "Cloudbase")

Under the above title "Soaring and Gliding" recently ran an article on using your time in the air efficiently. Rather than wander round aimlessly while you clock up your hour in the air, the author suggested you define a small local triangular course, about 15K, and practise around it, using various techniques to improve your time.

This is something many of our members could well try as part of their preparation for the longer tasks ahead.

The beauty of a "tiny triangle" is that you can see the difference in speed that different techniques produce, and conditions won't change much, so the comparison will be valid. Trying longer triangles means that you can't equate one with another because conditions may be very different over the longer periods.

When you get a bit better it's easy to find a 100K triangle and try yourself over a longer distance, but the shorter task, repeated several times, can be more useful.

One proviso is that you plan T.T. very carefully, using very specific points on the ground - a particular road junction, a farm building - and fly the turn points

PERSONAL RECOLLECTIONS OF EASTER

- FRIDAY:** We didn't go to the Gawler regatta, as we don't have a single aircraft that complies with the rules imposed.
- Graeme England outlanded the Kooka when ridge lift died; and got a prompt winch retrieve from the paddock.
- SATURDAY:** Dave Stobie arrived with the Ka6, having been refused entry to the Gawler regatta; only 2 sports class aircraft had entered anyhow. We did 18 hours with three aircraft as ridge and cloud lift abounded. At Gawler they had a scratchy day with many outlandings.
- SUNDAY:** All four aircraft were going strong until we sheared the studs off one drum on the six-cylinder winch. Ridge lift allowed us to put all four aircraft up, using only one cable. Most aircraft completed the tasks at Gawler. We did about 15 hours.
- We put the basic windsock pole up, but promises as usual were not kept and the final bits prevented us from completing the job.
- SUNDAY NIGHT:** A good team of Tony, Guy, Antony and Dene stayed at the shearers' quarters and the five of us spent all night putting six new studs on the winch drum. It's amazing the work that is achieved with someone to organize the basic tasks, the right tools and the matey atmosphere which makes any dreary job a fun event!
- MONDAY:** It was great to have both drums working again, though the club's winch was still out of action because of unfulfilled promises. Guy did some preparatory work but he was hindered by lack of replacement parts.
- Gawler was having another scratchy day. I was sitting at 5000' (cloudbase) between Kulpara & Artherton in the Kooka, riding a shear front with a cloud wall 3000'-5000' alongside me, listening, on the radio, to pilots dropping like flies.
- Dene took the Arrow to Robertstown & Saddleworth for 'Silver C' distance.
- It was 10.00pm before we got back and the traffic had eased, so we had a relaxed trip home.
- I was glad that we didn't go away at Easter, because the best weather and atmosphere was right here at home.

EMILIS

Mr. Alan Powell (Balaklava Gliding Club) will be celebrating his 60th Birthday with a fly in at his property at Price. The club has been asked to attend with an aircraft. Launching will be by

Safety Spot

Instructors' Panel

Most members will be aware that A.U.G.C. is now operating with an instructors' panel instead of a C.F.I. This situation is being related to S.A.G.A. for consideration with regards to who can run the operation. In the meantime, I have agreed to act as chairman of this panel, comprising Emilis, Tom Nemeth and myself. We have had a good response from A.S.C. instructors who have volunteered to help out from time to time according to a "volunteer instructor roster" posted at Gawler, and the situation should improve by the attendance by several of our members at an instructors' course to be run by Rob Moore during June.

Hazardous Flying

During Easter Sunday and Monday, I observed three incidents of hazardous flying at Lochiel. One involved a beat up of the winch as it was laying cables, the second was a stubble top approach and pull up over the fence at high speed, the third was a stubble top approach from the ridge at high speed with a pull up over the power lines. I have spoken to the pilots concerned and threatened grounding of one pilot in particular who felt that he was completely in control and confident of his own ability to perform the manoeuvre. It should be observed that the peak accident rate for glider pilots is between the 100-400 hour group approximately, and that some of our solo pilots are now approaching or already in this range. Over-confidence combined with a lowering of personal flying standard and a disregard for standard procedures leads to dangerous situations and "accidents". Re-think your attitude to the sport and see where you fit in, do you want to be a statistic? It is the instructor's responsibility to maintain safe operations, and together with the more experienced club pilots, they should do their best to set a good example for student pilots in areas such as circuit planning, ridge protocol and general airmanship. It is conceded that normal circuits are not always possible when returning from the ridge or on launch abort but the incidents which I saw were deliberate breaches of recognised procedures which cannot be allowed to continue unabated. Be warned.

Speed to Fly

1. When cross-country flying under normal thermal conditions it is generally accepted that McReady speed is the best speed to fly. Most experienced pilots will never use a ring setting above 3 kts. even on the boomer days, but of course cloud streeting, wave or ridge lift, or other exceptional circumstances will lead to deviations from the theory on the day. "Theory of Cross-country Gliding" by Fred Weinholtz is probably the best reference. (G.F.A. Sales Dept., Market St., Adelaide.)
2. When ridge soaring, remember safe speed near the ground is 1.5 times stall speed, which varies from about 50 kts. (Bocian, K13, Kooka) to about 60 kts. (fully ballasted Hornet). Pull ups over ridge funnels must be done carefully as this is the critical stall area, where sudden updraughts can increase the angle of attack beyond the stalling angle when you are in a nose up attitude slowing down. All student pilots should get a copy of "Theory of Flight for Glider Pilots" by Stafford-Allen which is an excellent reference, or "Beginning Gliding" by Piggott which is somewhat more expensive. (Both available from G.F.A. Sales.)
3. When returning from the ridge into head wind, the best penetration speed can be read from the glide computer for that aircraft. For example:
(Club Libelle)

0 kts. headwind, best glide is achieved using 0 kt. ring setting. (best
5 kts. " " " " " " " 1 kt. " "
10 kts. " " " " " " " 2 kt. " "

cockpit. Low level ground effect runs can catch out even experienced pilots. The only times these can be tolerated is in high performance gliders with good pull up potential under competition declared rules. Certainly not in the Bociar or Arrow, or Kooka.

Tony Kiek

FROM THE INSTRUCTORS' PANEL.

- 1 A system of 6 monthly check flights for all solo pilots has been put into operation. All solo pilots are required to have an initial check flight as soon as possible and are to ensure that all check flights are signed by the instructor in their log book.
- 2 Currently the only pilots rated to carry passenger friends are Guy Harley, David Biggs, Ian Roberts and Graham Parker. Minimum requirements for passenger friend rating is 50 hours gliding experience plus check flights in the back seat until proficient. Casual passengers can only be flown by an instructor or pilot authorized by an instructor on the day.
- 3 Pilots must own a copy of "Theory of flight" by Stafford-Allen. Copies are obtainable from GFA Sales, GPO Box 1080 Adelaide, S.A., 5001 or personally from 29 Market St., Adelaide. The cost is \$4.50 for personal collection or \$5.00 by mail.
- 4 Minimum weight in the front seat of the Bociar is 137 lbs. The maximum is 230 lbs. approx. Pilots must observe these limitations and use appropriate ballast weights which must be firmly secured.
- 5 All solo pilots must have signed an ideunity form. These forms are kept in the cupboard in Emilis' shed. The pilot's signature must be witnessed by an instructor or a member of the executive. The form must be completed before anyone may go cross-country.
- 6 Pilots doing Daily Inspections on aircraft must be in possession of a DI certificate, it is not enough to be passed by an instructor. If you have been passed then contact Graeme Newcombe on 356-7888 and he'll get you the necessary peice of paper. If you haven't been passed then get an instructor to take you through an aircraft DI one morning.

H E L P ! (reprinted from the A.S.C. Journal "Cloudbase")

There have been pilots who have spent the night cold and lonely because of a lack of communication.

Very probably in those cases the problem could have been eased by using the 360 channel radio in the glider to contact airline aircraft flying overhead.

A very large area of Australia is covered by the D.o.T. V.H.F. network. Very often these stations can be contacted from the ground if you know the frequency.

Even if you can't contact a Flight Service Unit directly, you have a very good chance of contacting an overflying aircraft which will be listening on the appropriate area frequency.

Failing that you can have recourse to the International V.H.F. distress frequency of 121.5 MHz. You will, of course, only use this when all other avenues have failed. This frequency is monitored by the International Airlines and some R.A.A.F. aircraft. You may not get immediate response, but eventually you will make contact.

The so-called Area Frequencies are available from the FISCOM map or from any

So, summarised, if you are unable to communicate when on the ground by the normal methods, (phone, gliding frequency) first of all try the appropriate V.H.F. area frequency. If this fails, and you are in a situation where people will be starting to worry about you, then make a PAN call on 121.5 and ask that your position and circumstance be passed to D.O.T. It is better to do this than quietly settle down for the night and leave the system to worry about what happened to you. But do not try and use this system instead of a phone call or any other available method - use it only as a last resort.

All the foregoing presupposes a multi-channel radio, probably a 200 or 360 channel unit. If you have a limited selection of frequencies, you may still find you can communicate on some of these. And you do not need a licence in the circumstances we have predicated. Just be sure you have exhausted all other avenues and that your retrieve crew haven't out guessed you and are just a few miles down the road.

AUTO TOW

The heading doesn't refer to the styles of launching where the glider pursues a motor car down the strip, hoping to encounter a thermal. It refers to the practice of towing gliders around the aerodrome behind the family transport.

"Soaring and Gliding" recently ran an item on the perils of this particular form of progress and reported a horrifying list of happenings such as the back end of a car demolished, the release torn out of a glider and physical injury to somebody when something went wrong.

We seem to have escaped the worst of these around Lochiel, but it's always possible that progress may catch us up.

The first mistake many people make is to use a tow rope which is too short. If the glider starts to gyrate because of the wind and lack of people, then with a rope less than half the wing span, it has to hit the car. So the first rule is that the rope must be longer than the semi-span of the glider on tow.

We have an 17.8 metre glider in the club and half that, works out to over 30ft. So a rope 35ft. long isn't any too long for, say, the Bocian, and would be suitable for all the lesser gliders.

The next mistake is to use a rope too strong for the job. We're not trying to pull a truck out of a bog - just move a glider over a hard surface. If the glider wheel does get caught in a hole or a sand trap and the rope is huge, then something else will break - the glider or the car.

There is a need for someone to walk at the front of the glider to hold it back if it looks like over-running the rope. We see people walking with their backs against the leading edge of the wing. As one who has been whacked in the back by a snatch started glider, let's just say I now walk at the nose, or at the tail of types where this is practical, like the Bocian.

Which leads us to say that the driver of the tin top tug needs to be a competent driver. Not a job for junior or the girl-friend under instruction.

Having arrived where we're going, the next job is to release the tow rope. This must not be done on the move. Signal the driver to stop and then, and only then operate the release. The incident reports are cluttered with cases of people reaching in through the side vent on moving gliders and bang goes another canopy. Just common sense, but we see it all the time - \$500 canopy flawed because someone didn't think.

To summarise, the rules are simple but important.

- (1) DO have a long enough rope.
- (2) DON'T have an excessively strong rope.
- (3) DO have enough crew considering the wind and weather.
- (4) DON'T walk close to the glider where you may be struck, if it gets jerked.

Regattas

RATBAG REGATTA by Emilis

On April 14-16 the club hosted its first regatta at the Lochiel Gliding Field. The purpose was to celebrate the first year of operations at our site.

As the gliding site is still in embryo condition, it provided the opportunity to-

- * experiment with the demand for an organisation of an informal, low pressure competition;
 - * set a dead-line for the completion of some club projects.
- Consistent with the objectives set out, it was decided to hold the competition -
- * outside the normal decentralised competition season;
 - * without the 3 highest performance classes normally catered for in competitions;
 - * with club launching equipment only.

Comparable to any other inaugural project, the results contained elements of both success and failure. On the debit side, there was a loss in personal flying by some members of the club, some thought the project premature, others were disappointed in the lack of representation of some nearby clubs.

On the credit side, this was the first time in many years that Club class and some Sports class sailplanes gathered in an atmosphere conducive to racing of the simpler category of sailplane.

Atmosphere was ultimately what this regatta was all about.

Like the view of three blokes standing on the Kombi trying to rotate a 30' pole into its socket for a windsock. A Kombi, I might add, which had three pond like dents in its roof thereafter.

And the club winch, which rotated between launches to the workshop for 'adjustments'; which allowed us to get the bugs out of this new unit, completed only a few weeks previously.

Of the 43 sailplanes eligible to enter from clubs around South Australia, on hand were -

Whyalla	ES-56 Nymph and Ka8
Blanchetown	Cherokee
Barossa Valley	Es-Ka6
Waikerie	Cherokee
Merv Gill	EP-1 Spruce Goose as well as the local Bocian 1-E and Es-59 Arrow

Tasks were set for two classes

Sports	Lochiel-Brinkworth-Redhill-Lochiel	94km
	Lochiel-Arthurton-Lochiel	110km
Club	Lochiel-Brinkworth-Lochiel	68km
	Lochiel-Kulpara-Thrington-Lochiel	65km

The weather proved to be mild and sunny, resulting in a late start to thermals, and a relatively short soarable day. Seabreezes promised didn't eventuate and the ridge didn't come into use. As expected, only the top placings completed the course, others spread the gospel in paddocks around the course, giving their crew some exercises.

PLACINGS

Saturday	Sports	Dave Stobie; Merv Gill; Dave Biggs.
	Club	Frank Cottrell; -
Sunday	Sports	Guv Harley; Merv Gill; Dene Larwood

By definition, the classes were not rigidly enforced. Pilots were free to choose the shorter task once on track to suit the weather conditions. This allowed the Spruce Goose to press on around the longer task each day, only to put down a short distance from the field.

Throughout, the emphasis was on lack of pressure. There was no marshalling; the early morning club operation permitted the first thermals to be detected; and there were club members available to join retrieve crews on the afternoon drive in the countryside.

It was pleasing to see several of the pilots setting out on their first competitive flight, for some the first cross-country, in this atmosphere.

But what did it all prove? Some thought the low number of entrants indicated a lack of interest in this type of regatta. How much did the youth of the site, the launch type, the choice of date affect this?

Could it be that pilots have come to expect the razzamattaz of throbbing tugs, computers, start gates and ground level flashing finishes as the only racing, and that they need some re-educating to the gentler art of civilized competition flying.

Because, one comment on Sunday afternoon said it all - 'See you next year.'

Ramblings

'LZ' means TEAM GLIDING

'LZ' represents one sailplane, one winch, associated equipment and a shed to keep it all in.

The sailplane is 18 years old, a veteran starting to show her creases, with 14 years in N.S.W. bashing the circuit, and two years turning a group of novices into a club.

12000 flights and 3800 hours worth.

The winch came to Lochiel behind the clapped-out Kombi which is another member of the 'LZ' team. Towed at a flat-out 25 m.p.h. from Kenmark.

That's where it was built in 1958, used for many years, and the last seven years stacked in the back of their shed.

Somewhat rejuvenated with a heart transplant and several clutches later, we have useable, if somewhat temperamental launching.

The less said about the Kombi the better. Suffice to say that it's seen most of S.A.'s off-road areas towing one sailplane or other.

The shed was another giant step for mankind. Put up in one weekend and many clumsy hands; not to mention the measuring tape which stretched the structure into the world's first post tensioned galvanised iron structural skin.

Add to that years of searching for the cheapest suppliers of paint, cable, nuts, bolts and string, not to mention hessian bags for drogues.

Mix in one owner/pilot. Denounced as a manipulator. Pleads guilty. Has an instructor's rating. Useful; 20 solo pilots will testify to that. Has a ground

Has been in the sport 10 years, and was part of the revolution toward glass-fibre aircraft. Has flown competitively, with some success. Knows, and is known around the traps of gliding. All very useful to a young club trying to break into the 'establishment'.

However, all this is 'resource', and not activity. Because gliding activity depends on people, working together to get the most out of the 'resources'. And this is the last element of team gliding. The attitude of the participants. Yes, I WILL commit myself to participating regularly. Yes, I WILL put my name down so that others can make a commitment toward a group to go flying.

If you have this commitment to the team, the private equipment at Lochiel will be of use to you, be available to you, and you will get lots more flying.

If this doesn't groove you; try sitting on the empty airfield in the Bocian on your own, and see how much flying you get.

EMILIS

Is it a bird? Is it a plane? No,

IT'S SUPER WINCH

As the sun rises over the lush golden corn of the Mid North, rustling gently in the warm northerly breeze, the new launching facility in gold livery purrs effortlessly onto the airfield from its airconditioned workshop.

Wot a load of rot.

It's a blistering scorcher of a day, not a puff of breeze, flies as thick as maggots on a rotting carcass. Now that's more like it.

Hark, I hear the chirping of a... a...., no, it's the puff of the broken manifold on the croaky old truck, lurching its way through the drifting sand.

Now, seriously. The Superwinch has finally arrived at Lochiel. Finally, is the operative word. Trial by fire has its advantages. We know a lot more about the abilities of the club, its weak points and down home strengths than we did in 1975 when we started the project.

Let's admit it, it's the first real club project the club has done. Which makes it more than any old winch; it's definitely Superwinch. Because it also launches gliders.

So, Allan, Des, Graeme, Ian, Guy, Dave, Adam, Antony, Andrew, Dene, Judy and partners, enjoy it.

EMILIS

A GLANCE INTO THE FUTURE

He sat quietly pondering. A tick had just been placed next to "hanger". Above it were the words "two seater (Bocian.)" and "instructors", "winch completion". They also had ticks next to them. More thought. Then he began to write - "T-R-A-I-L-E-R".

The plane was pulled across. Next to the hanger that had been drawn in 12 months ago, a rectangle was drawn and in the same meticulous handwriting that marked the rest of the plan, the words "PARKING SPACE FOR TRAILER" were written.

Although they did not know it yet a certain club would be building a trailer very soon.

A week's time. A communique has been sent. "It is the sender's suggestion that a trailer needs to be built very soon. - Failure to heed this warning may result in 'inconvenience being caused to club members'"

Another week passes - no action yet.

A Kombie van quietly arrives at the field. In it are two people, their aim clear, their plan meticulous. The aircraft was pulled quietly onto the runway. "Should be able to get at least 100km today" he thought looking at the sky.

3 hours later - The aircraft is silently landed in a field carefully selected. The only way out for the aircraft is by trailering. "Ha, ha" he thought to himself in German.

A previously prepared communication was then sent to the club.

Six weeks later: He sat quietly pondering. A tick had just been placed next to "trailer". Above it were the words "two seater (Bocain?), "Instructors", "winch completion" and "hanger". They also had ticks next to them. He turned the page over and looked at page 1 of the list. Randomly he saw:

Select people
Find Field
Nominate Executive
Regatta

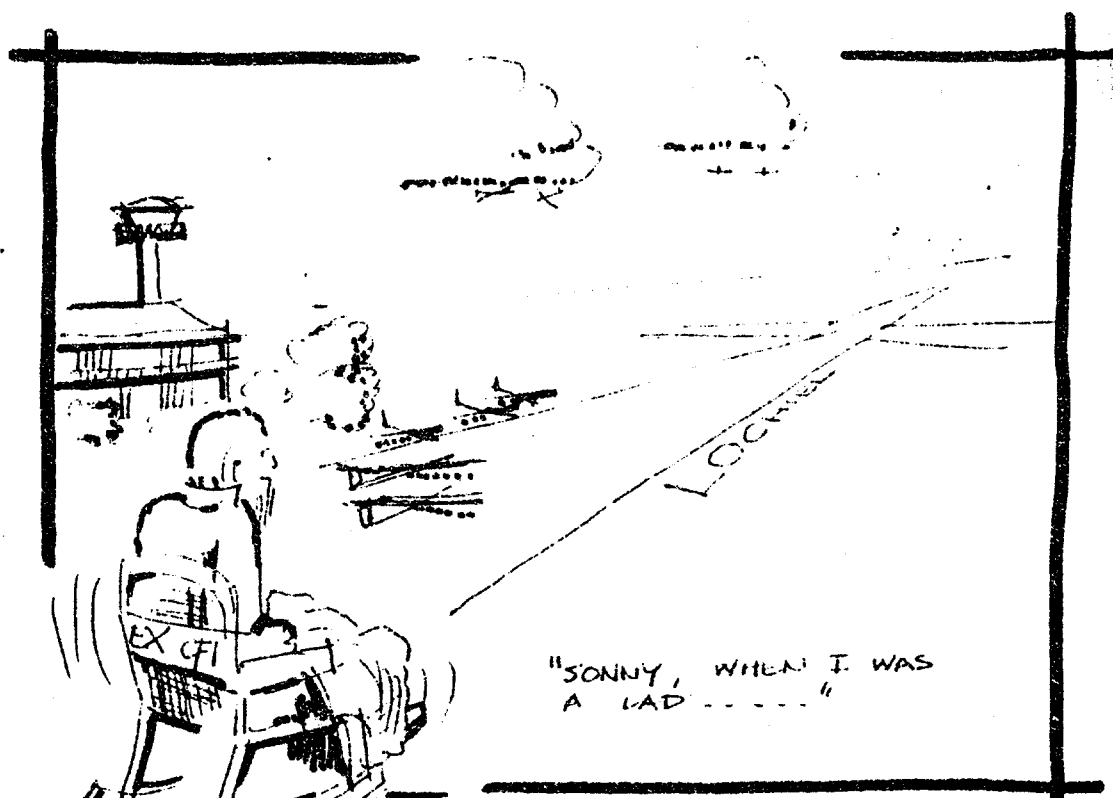
and so it went on, each meticulously written, each with a tick next to it.

More thought.

Then he began to write.....

"Perhaps they will learn soon" he thought to himself.

Graeme Newcombe.



TO SELL OR NOT TO SELL?

Guy,

I would like to comment on the article "Aircraft Procurement Policies" in the January issue of the newsletter.

Any decision to sell the Arrow would need to be hard-thought. It has served the club well, and most of those qualified to fly it, enjoy doing so. However beside these "sentimental" reasons there are other problems involved in a sell decision.

1. Finding another suitable aircraft. Not knowing too much about glider types I'll take the suggestions of Boomerang Ka6 or Super Arrow. Flicking through recent AG's reveals that this problem is far from insurmountable, with such aircraft, if not in abundance, certainly not rare. So we can find a suitable glider.
2. Selling the Arrow. This could be complicated with so many gliders of about the same standard on the market. Although it would be nice to think so, it probably won't be snapped up straight away, presenting timing problems for the club. Will there be a suitable aircraft available just at the time we sell the Arrow? What can we do to hasten along the sale? Perhaps lower the price?
3. Finance will be a problem since there will no doubt be a gap in between what we can sell the Arrow for (if we can sell it) and what we pay for a new aircraft. How can this gap be met:-
 - (a) a loan. As I understand it we are fully extended as far as loans go. I doubt that in the near future we will have the capacity to raise the 1-3 thousand dollars necessary;
 - (b) increased flying fees, membership fees etc. I doubt whether this would cover the deficit; besides aren't we in the business of providing flying as cheaply as possible? Thus such a move would need to be strongly justified;
 - (c) some help from the Sports Association. - This could take the form of a loan, or grant. I cannot comment on the probability of this.

So; now that we've been through the cons as I see them what about the pros:-

1. A higher performance aircraft could be purchased. This, I suppose is an advantage, but can someone give me a really good reason why? Is there advantage enough to put the club in debt up to its ears instead of its neck.
A higher performance aircraft may attract more members, but most people interested in higher performance aircraft have been through the training system and are members of other clubs. Can we attract them away from these clubs? That, it could help us keep some of our present members is a valid argument, but once a Super Arrow, Boomerang or whatever is purchased, will these same people not want something of even higher performance?
2. An aircraft easier to rig and trailer can be bought. No-one can dispute the validity of this argument. An aircraft with these attributes will save time increase safety of trailering and hopefully meet with less accidents.
3. A Younger Aircraft which is further away from its 20 yearly could be purchased. This is an important argument and perhaps the one that sways me. A 20 year old would, I feel, be beyond the club's capacity and finances. Look how long the new winch took. When one takes into account -
 - (a) the chance that Emilis may not be around to help with his knowledge and qualifications;
 - (b) the fact that we need an aircraft flying, to subsidise the Bocian;
one wonders about the sort of mess we'd get into.

This argument could well be countered with: "You're just putting off the problem by buying a younger aircraft. If we keep the Arrow, get its 20 year over and done with it will give us another 10 years."
A hard decision, isn't it?

WHAT DO YOU THINK?

Graeme Newcombe

Bits and Pieces

Volunteers are needed to help man a glider display on the Barr Smith Lawns on 7th and 8th June. Please contact Guy Harley on 31-3788 if you can help.

Emilis offer of \$5,000 for Mildura's Boomerang has been accepted. Now the only thing Emilis needs is his own airfield.

Discussing the advisability of making an approach parallel with the powerlines and the executing a low level turn onto the runway, rather than running the risk of hanging from the powerlines as the result of doing a normal approach, Tony Kiek emphasized the need to be extremely careful, or, as he put it, "It's better to be switched on than lit up!"

Notice that the Sports Class winners on both days of the Ratbag Regatta were club private owners? Just proves, yet again how incompetent the club pilots are, doesn't it?

Graeme Newcombe has been appointed Aircraft Maintenance Officer. He is now responsible for ensuring that all aircraft, both club and privately owned, are serviceable and the paperwork in respect of them completed. That doesn't mean that he'll be doing all the work, it means that he'll be telling others to do it.

Plans for a hangar have been completed. It will be 62'6" x 30' x 10' and will be located on the south-eastern corner of the trees. It will be large enough to accomodate three aircraft, fully rigged, plus the winch and trailers. It should be finished by the end of June with the frame being erected by a licenced builder and the rest being done by club members. It will cost \$3,500.

A barbeque will be held at the home of Antony Veale, 9 Hallett Rd., Erindale, on Friday June 2nd. at 6.00pm. Some beer and wine will be supplied by the club but you'll have to bring your own chops.

It is with immense pleasure that club pilots are adding to our scraps and photograph collection in the meeting room. Looks like we have some expert photographers in the group, but we can always do with some more photographs.

It is understood that David Biggs is studying Astronomy this year. No doubt this is another step towards his ambition to go ridge flying at night! The fact that this coincides with attempts by Guy Harley, a night VMC rated power pilot, to get the Bocian's navigation lights working is onimous.

IN MEMORIAM: The Renmark winch, born circa 1958 to the Renmark Gliding Club. Educated at the Renmark Aerodrome. Married the Adelaide University Gliding Club in February 1977, separated September 1977, divorced March 1978. Married Emilis Prelgauskas in March 1978. Died on Sunday 30th April 1978 of natural causes after a long illness and major surgery in September 1977. R. Winch is survived by a son; V8 winch. LET US NOT FORGET.

Diary of Events

June 1st. 7.30pm - Club Meeting.
2nd. 6.00pm - Chop night at 9 Hallett Rd., Erindale.
7th and 8th - Glider Display on Barr Smith Lawns.
July 6th - 7.30pm - Club meeting.