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adelaide university gliding club

newsletter v3 n6

ablings Ramblings Ramblings Raml

AWARDS FOR 1978

MISER OF THE YEAR

for not paying to enter comps and getting cheap launches: D. Biggs

VANDEL OF THE YEAR

for his painting of the winch, 'DANGEROUS':
D. Ellis

THE EDDIE CHARLTON AWARD

for winning \$30 off Gabby Hayes: G. Parker

PETER WHERITT TROPHY

Nominees; Antony Veale - tree
Dene Larwood - fence
Guy Harley - Arrow
"Jack Brabham" Prelgaskas
Tallgate Biggs

Winner: A. Veale

RED STICK AWARD

Nominees; Judy Roberts - Kooka low approach
Roman Groblicki - how to jump a
fence in a Boćian at 33kts
David Biggs - how to jump a fence in
an Arrow at 125mph

Winner: R. Groblicki

CLUB BORE

Nominees; David Stobie - for his stories about
the Ka6
Guy Harley - for his stories about
the Ka6
Emilis - for his stories about the
Boomerang and the Kooka and the
good old days

Winner: D. Stobie

WE CAN'T AFFORD YOU AWARD

Nominees; Guy Harley - hanger and arrow
Emilis "Don't rely on me I just
conned you into this" Prelgaskas

Winner:er, sorry, but we couldn't afford
the trophy.

FATHER AND SONS TROPHY

for being the nicest father and son on the team:
J. & A. Dodd

FAILURE TO GET AN AWARD AWARD

Nominees; everybody else

Winner: P. Ashenden

FORCING THE POPULACE TO TAKE UP SCARING

Emilis

It is traditional that any activity of commitment is characterised by the statement, "...when we take over...". The establishment of a soaring club to serve specifically the University population has been no exception.

So let's get several things straight -

First, its 'soaring', not 'gliding'.

Second, it is intended to serve the need, rather than create a demand or demand involvement.

Neither of these may be obvious to the untrained mind, but even a short stop and think, will show that this is the only way it can be.

For leisure, we all do what we WANT TO, as there is no commercial motivation, and traditional 'selling' is not possible. So we must reach the people who WANT TO SOAR.

Remember there are other flying sports; and there are people who say they want to fly, but mean they like the concept of flying. Unfortunately their priorities mean they want to rather do other things.

So, in fact, we have to serve the needs of the few who decide for themselves that they want to fly, and thereby commit their efforts in the sport.

That doesn't mean that the attractions of such a commitment shouldn't be promoted, advertised, made known. Or that those people who don't embrace the necessary commitment should be told that they will not get the best out of soaring, and why.

After all, in this aspect, the sport is like the rest of life.



MEMORIES AT THE GLIDING CAMP

Peter Ashenden

When I was nine, Father Christmas brought me a beautiful new 26 inch, 'Malvern Star'. At the time I couldn't ride a bike, so obviously I had to learn. The Gardener in the park near where we lived offered to teach me.

Firstly, he took me for a 'donkey ride' to show me what it felt like to be on a bike. This ride exhilarated me so much that I was impatient to start learning; we moved into a clear part of the park and the Gardener held the bike while I got on. With an almighty shove from him I was wobbling across the grass heading toward the rose garden. No thought of steering or braking entered my panic stricken mind in that headlong rush to a prickly end.

I was not so enthusiastic about the next ride! However, the Gardener coaxed me onto the bike again and away I went. Coasting along I forgot about pedalling, so when I ran out of momentum, ... clunk! Next time I head straight into a stone monument and nearly buckled a wheel. After a few more runs I was able to pedal along in a relatively straight line, though very precariously balanced. That was enough for one day.

The next day I brought the bike out and the Gardener decided I should learn to start off myself and do a controlled stop, .. so that he could get on with his work. He carefully explained how to get the pedal in the right position, give a hard shove with that foot, bring up the other foot and start pedalling. This all seemed fairly obvious, but when I tried it, ... I fell over. The second attempt was much more successful and I was able to do a full circuit of the park, this time remembering the brake in time to stop. My instructor then allowed me to continue on my own while he went to hoe a garden. By the end of the day I could burn all around the park thinking I was the King Pin.

After a few more circuits on the following day the Gardener said I was roadworthy. With some trepidation I took the bike onto the road and pushed off. Gradually my confidence increased and I built up speed. Then disaster struck. Speeding around a corner in front of a car I skidded on some loose gravel and scraped my knee. The driver of the car was very sympathetic and helped me up and on my way again. So by my mistake I learned something new.

From these beginnings I became more skillful, and after a while the bike became practically a part of my body when I was riding. I have spent many hundreds of hours riding my bike, often just for the sheer enjoyment. Now I am starting all over again, ...but this time with a glider.

RIGHT UP THE RIDGE

Guy Harley

Ever since the Adelaide University Gliding Club moved into its airfield at Lochiel it has been busy soaring up and down the Hummock Range. However, our pilots soon got bored with trundling back and forth on this three mile stretch of hills for hour on end. Their attention turned to the nearby Barunga Range which is separated from the Hummocks by a three mile gap. Occasionally, an intrepid soul would take the club arrow across the gap only to declare that apart from an initial mile of ridge, nothing worked. But private owners have different ideas and grand reputations to uphold. So during the university vacation I decided to see how far up the ridge I could take my ESKa-6, Hotel Alpha.

On the day I finally picked to make the attempt, conditions were far from perfect. A nearly overcast sky, but 15kt SW winds did ensure that the ridge was working. It wasn't long before the aircraft were rigged and launched. A few passes up and down the ridge confirmed that the best I could get was 1,300'; 600' above the ridge. This wasn't too encouraging but since it was getting crowded, with the Boomerang, Bocian and Kookaburra all trying to push me off, I decided to get going.

Gently I crept across the gap trying to make use of the ripples ahead of the ridge which extended into the gap. The initial two miles of low hills didn't give any lift and I was down to 700' by the time I reached the microwave repeater station on what was acknowledged as the first, and only, decent bit of ridge on that side of the gap.

Slowly I wafted back and forth across a gully and climbed to 900'. I knew that the microwave repeater system worked on line of sight and I had a laugh imagining the havoc I could be causing if I was in the way of that line of sight. Then I remembered a recent newspaper story about a prankster who had been sterilized after getting too close to a radio station transmitter, - I quickly moved on.

My rough and ready sense of direction, (no compass - who needs one!), told me that the next section, which curved to the East, was parallel with the wind direction. Nonetheless, I expected the gullies to be kicking up something and I thought I could dolphin along without losing too much height. For once I was right; I only lost 200' before the ridge turned westward.

This was the best section of ridge yet, and I had no trouble climbing to 1,100' without bothering to work the gullies.

But now the ridge made two right angle turns and the segment of ridge between these two turns didn't look marvelous. I decided that it should be kicking off enough to keep me up if I tucked myself close in. I could make up any height I lost on the final section of ridge, after

the second right angle turn; it looked as steep as the stretch I was currently working. Well, you can't be right all of the time. Despite my best efforts I was down to 500' by the time I reached the second turn.

Whilst the final section of the ridge gave good steady lift, it topped out at 500' and wouldn't get any higher. This posed a small problem; since I had lost 500' getting to this point it was reasonable to assume that I would lose 500' getting back. That would put me about 100' below ground level. Obviously I was going to have to outland. But unlike most outlandings, I had plenty of time to size up the situation as I cruised back and forth at 500'.

There were plenty of large, unobstructed, stubble paddocks on the direct route back to the main ridge. One in particular that ran for three miles parallel to, and at the foot of, the main ridge. The existence of this long paddock persuaded me to make plans to get all the way home.

The plan was simple; fly toward the ridge. If I encountered heavy sink or strong headwinds I would immediately go into a landing pattern for one of three intermediary paddocks I had picked. If everything went smoothly I would then line up for an approach into the long paddock, - Trying to get as close into the ridge as the approach path would allow and hope that the ridge lift would be strong enough to lift me up to 600' before I got into the non-maneuvring area for the long paddock.

The altimeter read 250' when I lined myself up on the approach into the paddock. The variometer was giving a reading and I could see that I was climbing up the face of the ridge, but the altimeter steadfastly refused to budge from 250'.

I judged that I was now high enough to be out of danger and this was soon confirmed when the altimeter made up its mind to indicate 500'. Shortly afterwards I worked a gully in company with a couple of eagles, who insisted on making me distrust my vario by flapping their wings. At 1,100' the lift finally topped out and I set off home.

The return journey was an anticlimax. Even the redline dash along the ridge to get under the cloud covering the top 100' of the ridge near the airfield, knowing that there was an all-white Bocian hanging around in the mist somewhere.

It hadn't been the greatest cross-country flight, covering some 40km in one and a quarter hours. But at the height I had found myself I had no time for mistakes.

RAIN

reprinted from "Cloudbase"

With all the fine dry weather we've had in recent years, some of us have forgotten, and a few never knew, that gliders and water don't mix.

Most wouldn't question that wooden gliders and water aren't compatible. Even if the glue is waterproof, the presence of free moisture will lead to wood rot. And, the boat people have long known that fresh water is more dangerous than salt.

But we see people operating gliders in weather conditions where they're certain to get wet. Flying when wet will guarantee that water will migrate into every little nook and cranny - a 50kt. airblast can work wonders.

G.R.P. gliders should be O.K. then? Only if you don't worry about the water being blasted into bearings, fittings and instrument systems. A high speed air flow will replace the grease in bearings with water just as surely as it will fill the instrument plumbing, and zap goes another expensive electric vario sensor. Some gliders have water traps built into their plumbing, but some don't.

Water on the attach fittings of wing and tail plane leads to rust and surface corrosion which leads to wear, and, if progressed far enough, failure of stressed components.

We've only talked of problems that are accentuated by flying wet gliders, but, people who take gliders on expeditions can generate trouble too.

We have had gliders left rigged and untaped in the open. Naturally, the rain ran along the wings and filled up the fuselage centre section and cockpit. Difficult to anticipate? Yes, like death and taxes.

Some of our gliders have static ports on the side of the fuselage in a position that leads to water entry. Protect these ports in wet conditions.

No one can be sure they won't get caught in the rain when flying, but when you bring the glider back to the hangar you have a duty to dry it as thoroughly as you can. People who look to their own comfort first, and reckon on someone else being conscientious enough to do their job for them, get talked about.

The Structures Division of the Aeronautical Research Labs. are adamant that G.R.P. gliders must be treated at least as well as wooden gliders in respect of preventing exposure to moisture.

They make this point, that resins used to bond the glass are hygroscopic i.e., tending to absorb water, and exposure will tend to separate the resins from the glass, leading to floppy gliders.

The resin is protected by the gel coat on the surface, and if that is damaged and water enters, trouble must result.

So it seems we need to take more care than we thought.

STOWAGE

reprinted from "Cloudbase"

Gliding people must be the most amenable of consumers in this consumer rights conscious age. If we buy a new motor car, a fatherly government ensures that it's interior is designed to offer us the minimum hurt if we go astray.

But, if we buy a modern glider at great expense, and we don't happen to weigh more than 154 lbs. we are blithely told to add a "lead cushion" to the seat and all will be well. There will, of course be no provision to attach it to the seat, so we will need to fake up something. If it comes loose in the air, and fouls the controls, it will be our fault. If we stop suddenly some day, it will compound our leg injuries, and serves us right for not being the proper weight.

Good as our gliders and pilots are, they still land out. On occasions they don't land in the back yard of a hospitable hotel where the admiring locals will take care of it while you walk ten yards to the phone. So the hapless pilot will have to tie the glider down while he trudges over the hills. And where did he carry his tie down pegs, hammer and bits of rope? In any odd corner he could find. He hopes it won't get mixed up in the levers and bell cranks, fly forward and smash the canopy, or disappear down the back of the fuselage to upset his C of G.

And where did he stow the water bottles most people need on a good soaring day? Again, it was up to him - the manufacturer made no provision for them in the cockpit.

There are other things that make you wonder, such as control couplings that need a mirror to inspect to see if you've mated them properly. But the loose ballast and lack of stowage facilities seem fundamental defects that surprisingly haven't attracted the attention of air-worthiness authorities by now.

I seem to remember an earlier generation of locally made wooden gliders that had proper ballast stowage compartments, for this and that, and enough room to scratch yourself once you were inside. How high a price will we pay for performance and to have the latest thing?

MORE ON C of G's

Peter Wright

I would like to illustrate the effects of a C or G change with a recent experience of mine.

The aircraft was an older style wooden single seater, but the result would undoubtedly be similar, to a greater or lesser degree in more modern aircraft.

My weight is approx. 18 lbs. - above the placard minimum cockpit weight.

I had spun the aircraft on numerous occasions previously and had learned that the aircraft would maintain a continuous spin quite comfortably for as long as required. When it came time to recover from the spin, normal spin recovery action would halt auto rotation immediately the rudder was returned to neutral-just past. (I normally back stick). The remainder of the spin recovery action (centralizing aileron and easing the stick forward) was carried out, of course, but was not necessary in the first instance to stop rotation.

Recently, I flew the aircraft, but went without a cushion that I normally like to have behind my back for a little added comfort - I could operate all controls normally and fully and since I didn't intend to stay in the air long, I did not bother to find it.

I had floated around the field for some time when I decided to come down to let someone else have a go, so I did two or three stall turns to throw off some height. Then from 2,500 ft. I decided to spin down to 2,000 ft. I put the aircraft into a spin to the right, and as 2,000 ft. approached, began normal spin recovery action. I applied left rudder to neutral nothing happened full left nothing happened, and the aircraft continued to spin as before In that Millisecond, my system got a heavy shot of adrenalin and a thought flashed through my mind "it's not going to recover" but, as I neutralised aileron, it did, although with a different feel than usual.

What had happened? Certainly it had recovered as a result of "normal spin recovery action" and I had not lost more than 100 ft. in excess of what I had intended, but why was it different?

I had barely completed the pull out before I had the answer - my weight was 3 inches further back than usual that's all!

That's ALL????? Modern aircraft adjustable pedals adjustable seats usually both well forward this time well back bit light on ballast still there is a heavy water container and tie down kit behind you BEHIND?????????

THINK ABOUT IT!

GT INDIA

by Emilis

In the motoring world, designations are very important. It's no longer sufficient to have one model, there has to be the base model, and infinite variations of increasing stature, including luxury packages, performance packages, and handling packages.

The most traditional designation is the "G.T.", the Grand Tourer; which combines the highest qualities of handling, comfort and performance.

Some manufacturers add refinements, say fuel injection and advertise it on their product by a suffix symbol - i.e., the BMW 505i.

The ES-60 Boomerang sailplane was developed in Australia by Edmund Schneider Pty. Ltd., with assistance funds from the Gliding Federation of Australia's Design and Development Committee in 1964.

The basic philosophy was to take the ES-59 Arrow (flown in the 1963 World Championships in Argentina), taking the comments of the O.S.T.I.V. judges and also the desire to produce a truly competitive Standard Class sailplane, and lay out a 15m sailplane with contemporary technology.

F.R.P. technology I should add was just being introduced experimentally in Germany, and was not available. Development costs too, dictated the re-use of the ES-19 fuselage, and the "purchase" of the brand new "Wortmann laminar wing" as well as using the "all flying tail" which was in fashion at the time.

This sailplane was to be the "G.T." of Australian sailplanes.

In 1978, we have F.R.P. technology, T-tail is in fashion, and there is no Australian gliding industry. The performance gain is such that the Australian G.T. is now in Sports Class. However, all the Standard Class sailplanes of the day, and some more modern 15m designs are also in Sports Class, while Standard Class is reserved for the more complex glass ships with ballast, retracting gear and so on.

The Australian G.T. is mixed in with the Polish Foka5, Dutch Sagitta, Finnish Vasama above it in performance, the Pilatus (Swiss), Austria (German), on its par; while the Ka6 and Arrow outclimb but won't outglide it. A very competitive bunch.

The newest face at Lochiel, is such a Boomerang, built in 1967, and originally owned by the Mildura Club. Its registration is VH-GTI; very appropriate.

(Does the I suffix indicate that it's got fuel injection? - Ed.)

PER FAS ET NEFAS

As an observer and sometimes participant in the administrative and other non-flying aspects of the Club, I would just like to make the following requests to help things run smoother. These are only my own suggestions. Perhaps relevant people, (Treasurer, etc., could comment).

(1) That at the end of each day's flying, all the money owing by each person is added together on the back of the flight sheets, with how this money was/is to be paid next to it.

e.g. Person X	Person Y
2.25	4.40
1.42	9.22
3.00	1.08
<hr/>	<hr/>
6.67 account	14.70 paid in cash
<hr/>	<hr/>

- that the "allocation" of the money is worked out

e.g. Bocian	V8 Winch	Emilis
1.25	\$10	Kookaburra 4.80
2.90		6 cyl. winch 4.00
5.40		<hr/>
<hr/>		8.80
9.55		<hr/>
<hr/>		

- the amounts of money collected or owed should equal that "allocated"

Doing things this way may take a few extra minutes but can easily be done bit by bit as the day progresses.

I am convinced that it would make things much easier for David to work out the "Mumbo-Jumbo" flight sheets after every weekend.

(2) That members (and new members especially) make sure that the Membership Officer (Adam Kirkland) is given names, addresses and 'phone numbers of everyone who joins the Club.

(3) That when you put your name on the board for flying you put your 'phone number, address or something, so that people can contact you. An indication of how you intend being transported would also be a good idea.

The new system of one person organising a weekend's flying and transport is a good one. Let's make it work and so cut down on

- (a) the number of people finding it hard to arrange lifts,
- (b) the excess number of cars sometimes present at Lochiel.

Graeme Newcombe

AIRFIELD EQUIPMENT

I was cleaning out the car after the last weekend's gliding at Lochiel, only to find several pieces of equipment missing. This is nothing new, as the Gliding Club's members have consistently treated private equipment at Lochiel as if it belongs to the Club, and therefore won't be missed if misused.

What has me foxed, what would anyone want with my sleeping bag. I can understand the tow ropes, valve extensions, buckets, chamois, etc., that have been "borrowed" (what harm will it do), and I've got used to going through the Bocian and Arrow tie down gear to rescue my pegs and rope for the Kookaburra gear where they belong.

But a sleeping bag. Perhaps it was actually used (to unbog the car?) or did it just fall out because someone "borrowed" the whole car and left the side door open.

Either way, this is a suitable occasion to remind pilots what the Club DOES actually own.

- One V8 winch with associate cable repair gear.
- One Bocian
- One Arrow with trailer
- One fuel dump
- One hangar
- Log books, flight sheets, telephone books, etc.

The Club does not own, the 6 cylinder winch, the associated cable, battery, chocks, drogues, traces, or even the little bag which holds swages and the stud axle nuts (I even found a pilot trying to "borrow" that for the V8 recently).

The Club does not own the existing hangar, the Kookaburra, its trailer, or the equipment stored therein, including paint, air craft repair equipment, buckets, chamois, ropes, the list is endless.

There has at no time been any objection to the use of private equipment by the pilots to make the Club's operations possible. However, in turn, advising the respective owner of your intentions by borrowing his equipment is not only a courtesy, but also insurance against forgetfulness.

Now that the Club has its own hangar to keep things in it is hoped that a more orderly demarcation line between Club and private equipment will develop. Occasions may still arise where private equipment is needed so ask for it and return it to its proper place.

Emilis

IMPEDIMENTA

Emilis

Have you ever? Have you ever?! Sit in the cockpit waiting for your turn to fly, while winch and takeoff crews fix a tangle. Or sit on the winch, VS throbbing on idle, but no wings level or bat waving to be seen anywhere.

Well, here to solve all that is....

"COMPETITIVE WINCHING"

It all started with a vague memory that years ago, at another club, on a busy day with little lift but plenty of gliders at the takeoff point; a duel had developed between the two winches in action at the time.

The duel is not absolute speed, but rather accuracy. Many winch drivers treat the launching job as a chore, or worse, a task lacking the precision insisted on in piloting. **WRONG.**

On the one hand you can have cable breaks, jerky starts, erratic cable laying and aborted launches.

Or you can ask yourself -

- + Are pilots climbing into aircraft as the winch leaves the pegs?
- + Am I laying cables at the speed least likely to create tangles?
- + Am I stopping where I have laid maximum cable and can launch safely as well?
- + Is everything in place for launching?
- + Am I launching with a minimum of signalling from wingman, bat-man, and pilot?
- + Have I given the aircraft its best launch to the best height from which to reel in the cable from release?
- + Are the spreaders and drogues doing their job, or do they cost me time?
- + Everything packed on? Right, back to the pegs at 25mph
 - o to minimise time delays from flat tyres, battery spillage.

One afternoon recently, I was accompanied by Jeff Dodd, who timed cable runs. All times quoted are for two achieved launches per run, with 1500m cable laid from pegs until return to pegs.

We began after a series of cable breaks and takeoff point foulups. With turn around times between 17 and 33 minutes, depending on the delays in break repair, or worse the delay in pilots mounting aircraft for the second cable.

Our first few runs were timed at 13 - 15 minutes, achieved by launching heavy aircraft at slightly reduced power from a winch parked at a slight angle. Thereby reducing cable break possibilities by using the best spreader roller combination and cable tension.

After exhorting the takeoff crew to a quicker hook-on, times reduced further, until the last run of the day was completed in under 11 minutes. That's close to 12 launches per hour, or as fast as a tug can go. With two

winches perambulating, it should be even faster.

This was all possible because the approach was to doing the BEST WINCHING POSSIBLE, remembering that speed depends on no foulups, or "less haste, more speed".

MURPHY'S LAWS OF UNORGANISATION.

The late Mr. Mephistopheles Murphy conducted a widgett manufacturing plant on the Banks of the Fink River in Central Australia. Widgetts, as everyone knows, are boomerangs that return when you don't want them to. They are produced in a similar manner as skeletons in the closet or chickens to come home to roost.

The process of manufacturing these units requires some warped judgement so as to get the right angle of things and Mr. Murphy was thus able to discover some new and important laws of business disorganisation. Unfortunately, Mr. Murphy, (who was called Mephistopheles from his habit of saying "the devil to pay" had to - and as he left no written records, only a few of his laws survived by translation from the Nulla-Nulla tribal elders. The others are being re-discovered by the application of PERT.

- Law 1 Anything that can go wrong, will go wrong. (Because of all possible occurrences, 99,99999 are undesirable.)
- Law 2 When it does go wrong, there will always be someone who knew it would.
- Law 3 No matter what goes wrong, it will probably look right.
- Law 4 When an error has been found and corrected, it will be found to have been right in the first place.
- Law 5 After the correction has been found to be incorrect, it will be impossible to put back the bit taken out of the original.
- Law 6 The most important piece of information in any plan or document stands the greatest chance of being left out.
- Law 7 If something works perfectly the first time, all subsequent performances will fail.
- Law 8 The most important person or piece of equipment is the one that's missing.
- Law 9 Interchangeable parts or persons won't.
- Law 10 Any error in any calculation will be in the direction most harm.
- Law 11 If more than one person is responsible for an error, no one will be at fault.
- Law 12 If a procedure is set to eliminate all possibility of error, some ingenious clot will invent a new error.
- Law 13 Things that cannot possibly be done in the wrong order

- Law 14 Anything requiring constant attention will be least accessible (this is also the first law of design).
- Law 15 The nearer to completion the job, the greater the alterations required.
- Law 16 If only one price can be obtained for any quotation, the price will be unreasonable.
- Law 17 When it has been found impossible to assemble new equipment, the instruction book will be read.
- Law 18 If something cannot be fitted into something smaller than itself, some crackpot will do it.
- Law 19 If enough volume of data is collected, anything will be able to be proved with statistics.
- Law 20 In any collection of data the figure that is most obviously correct and does not need checking - is the mistake
- a) No one you ask for help will see it either.
 - b) Everyone else will see it immediately.
- Law 21 No figure calculations can be totalled correctly after 4.40 p.m. Friday. (The correct total will become self-evident at 9.01 Monday.)
- Law 22 Information calling for a change in plans will arrive after the plans are complete. (Called the NOWTHEYTELLUS law.)
- Law 23 In simple cases of choosing the obvious right way against the obvious wrong way, choosing the wrong way expedites the subsequent revision.
- Law 24 In any engineering formula, constants should be treated as variables.
- Law 25 Operating instructions received for new equipment will promptly be lost.
- Law 26 The first place you look for anything is the last place you would look for it.
- Law 27 All promises for service or special attention are cancelled by payment of invoices.
- Law 28 It is impractical to worry about interference before starting a project. If you have none, someone will make one for you.
- Law 29 Delivery promises must be multiplied by a factor of 2.0, manufacture specification by 0.5 and salesman's claims by 0.25.
- Law 30 All Murphy's laws may be by-passed by learning the simple art of doing without thinking.

Emblings Flying Flying Flying Flying

A WEEK AT LOCHIEL

The Gliding Club was operational in the week from Monday, 22nd May onwards (2nd week University "SWAT-VAC") once again proving that you can fly anytime providing you're prepared to organise it. Organisation of this week had begun several weeks before with a list of three trainees (two of whom we didn't see - one was working (Dave Ellis) and the other we haven't heard from again).

Monday - Graham Parker and Graeme Newcombe arrive at a windswept dusty gliding field to find Emilis there - as always. Preparations were begun to "do a few circuits" when we found that the winch had no battery but that's another story: The trip to Bute to buy a battery saw us stay there all day bringing Emilis' winch back "from the dead". Antony soon arrived following a note we'd left at the airfield. Monday night Guy arrived with the Ka6. Many Echoes drunk, many stories told.

Tuesday - Arrow fuse moved from Bob's shed to shearers quarters. We managed to fit it in with the tail out the back door and the nose out the front door - had to be experienced to be believed.

Purpose: To fix the ding in the side where the fuselage had been dropped; and to begin stripping and repainting fuse (please be careful when loading and unloading the Arrow).

Flying-wise the day was a "boomer". Strong south-west winds saw nearly all flights an hour or longer. Five people and four aircraft flying (Kooka, Bocian, Ka6 and Boomerang) at once is not a bad effort. Michael Docherty arrived and was, I'm sure, delighted to be the only pupil, getting numerous hours flying.

Tuesday afternoon: Back to Malcolm's to work on Emilis' winch. Problems arose attempting to put in the new short engine. Oh! well, we'll come back tomorrow.

Tuesday night: More work on Arrow. Emilis sleeps on dining room floor to "guard" his handywork on the patch. More Echoes and more stories. Antony left to return on Thursday morning.

Wednesday - Another magic ridge day. Could have stayed up forever, but we packed up at about 1.30 to recommence winch resurrection. More troubles and eventually "rough-as-guts" repairs were made (*nb. this winch proved a godsend on the days we were visited by Balaklava*).

Graeme Newcombe left with Michael Docherty, very satisfied, having had about 5½ hours flying in two days. Emilis also leaves so he can collect his pay.

Wednesday night: G.P. spends long time making patch for Arrow.

Thursday and Friday - The ridge kept working and so did "the boys". A lot of the floor for the new hangar was done - NO, the magic fairies didn't do it - and the patch on the Arrow was put in place. (No, the fairies didn't do that either).

The week was excellent socially, work-wise and flying-wise. More pupil would have been in order, but I suppose some people do have exams!

OTHER FLYING

Emilis

Graham rang me on the 10th as promised, having arranged a Met. forecast which predicted 10,000' thermals despite the hot weather having persisted since the Balaklava Regatta.

So it happened that he left home at 6am, I was on the road a little later; first to Balaklava to pick up the Arrow and Boomerang, then east to Waikerie where we arrived by 11am.

The place was deserted, only the staff being in evidence. So we rigged the Arrow on the trailer, and the Boomerang using the stands, thereby managing both with only two people. We harrassed Dudley into getting out a tug, towed ourselves out to the launch point, and about 1pm we were off.

Too late in the day to set off on the 300km we were hoping for; so we set off on a tentative quadrilateral course of about 200km. The strong north breeze and large shadows cast by pre-frontal cirrus cloud made progress difficult, for although thermals were up to 8 knots and 9000', glides up to 4000' down were made at various stages on the flights.

For his \$10 flat fee for the Arrow, and the \$4 tow, Graham did about 140km. Waikerie-Overland Corner-Morgan, landing at Waikerie after 3½ hours. The Boomerang went to Overland Corner and Kingston, arriving at Waikerie after a 4500' final glide at red-line from the water tower between Kingston and Waikerie.

With the aircraft landed in the shutdown area, and pegged down, we left for home about 5.30pm. having had a long day. Good Value.

The previous Wednesday, Dene had organised a flying day at Lochiel. Mike Moore, and three other medical Students joined him, and I was invited to join in AFTER everything was lined up. We car-pooled to the airfield, flew 24 launches in the Bocian during the day, packed up and were back in town before dark. Although the two-seater was the only aircraft rigged at Lochiel, with the rest on trailers for the Balaklava regatta; student pilots got eight training flights each, including one 20 minute soaring flight, passengers had three each, and Dene had the rest. With membership fees this one day earned the club \$85. Good Value.

Between these mid week excursions, club members attended the regatta at Balaklava over the Labour Day weekend, with Arrow, Kookaburra, Boomerang and Ka6.

Fifty-Six aircraft in all attended, making the airfield a crowded place before takeoff and in the event of most people making it home. Thirteen sports class performance aircraft attended, including Ted Pascoe's EP-1 (which won); Guy and John Mills did very well in the Ka6. Others included the

Pt. Augusta Boomerang, Balaklava Ka6, Tony Duncombe's Yellow Canary, and several two seaters.

Dene got the Arrow home on his allotted day. Dave and Roman landed out but were in good company on the other days. In the Kookaburra, Dave Ellis and Guy landed in the hills making it a night time retrieve for the crew. Dave Biggs and Peter got home (it was the best day of the weekend after all!), in the middle of the finish run of the higher performance classes and had to land in the crop on the edge of the airfield because the runways were clogged with glass-fibre machines. On Monday, Graham and Graeme pushed the old girl half way around the course, landing with the Arrow.

The less said about the Boomerang, the better.

In addition to the flying, the trips to competitions permits our pilots to see others in action. To fly in gaggles of a dozen aircraft at a time and to fly in a different area. Last, but not least, our members work as a team. Those flying also crewing for other pilots. Thereby, four aircraft could be served with two crew and cars on average, proving adequate on most occasions. Good Value.

BALAKLAVA

Guy Harley

The club was well represented at the October long weekend regatta at Balaklava. A total of four aircraft from the club competed on all three days and ten pilots took it in turn to fly.

On Saturday the task was Whitwarta-Farrell Flat- Yacha-Whitwarta (145 km.). Bad conditions left most aircraft in paddocks along the route. John Mills in the Ka6 got home, however, and came second.

Results:	J. Mills	ES-Ka6	3hrs 51mins	2nd
	Emilis	ES-60	114 km.	3rd
	D. Biggs	ES-59	99 km.	
	Guy	ES-52B	81 km.	
	D. Ellis			

On Sunday, the task was Whitwarta-Blyth-Brinkworth-Whitwarta (92 km.). The task was short for the excellent conditions which prevailed and everyone got home.

Results:	Guy	ES-Ka6	1hrs 32mins	2nd
	Emilis	ES-60	1hrs 36mins	3rd
	Dene	ES-59	2hrs 11mins	
	D. Biggs	ES-52B	2hrs 40mins	
	P. Ashenden			

Mondays task was Whitwarta-Owen-Blythe-Whitwarta (106 km.). Weak conditions near Owen saw many aircraft land just after

the first turnpoint. I managed to survive this area and after a 20km. final glide into Whitwarta airfield from 3,700', came 3rd; 1½ minutes behind the leader.

Results:	Guy	ES-Ka6	2hrs 22mins	3rd
	Emilis	ES-60	52 km.	
	Roman.	ES-59	43 km.	
	G. Parker	} ES-52B	43 km.	
	G. Newcombe			

These results put John Mills and myself in a strong position to win the State title.

THE NIGHT-NAVIGATION EXERCISE

Emilis

I had done my usual trick. Burned on ahead of the pack in weak conditions, only to land and watch the rest of the fleet struggle past overhead. At least I got an early retrieve back to Balaklava that day.

So it came to pass, that I was co-opted to the dual retrieve of Kookaburra and Arrow, which had landed close together on track later in the day. The instructions were -

Kookaburra - 1 mile north of Mt. Tindino on Clare-Brinkworth road, near repeater station.
Arrow - midway between Brinkworth and Yacha, ...ditto

Filled with detail, you will agree. So, .. Dene, Peter and self took the two trailers and headed off, using a direct back road route, hoping to get the Kooka at least before dark. As we raced up and down the Clare-Brinkworth road 5 miles either side of Mt. Tindino, it got dark. No Kooka, no repeater station, ... looks like our intrepid pilots spend the night in the cockpit.

But wait, a weathered old sign hidden in the bushes points up a dirt road ("P.M.G. repeater station"). Let's give it a bash. Its too dark to see any tower, so we go from farm to farm, asking for a glider or directions in general. Further and further from the road quoted. In the end, we see the outline of the tower against the sky by driving with headlights extinguished. Sure enough, a few miles further on, the Kooka pushed up to the fence looms in the headlight beam.

It takes another hour to pull her to bits in the dark, losing pins in the grass, finding them again, finally rolling out of the paddock at 8.30pm. Peter and Dave head back, while Dene, Guy and self drive up and down the Brinkworth-Yacha road, looking for the Arrow. A phone call to base gets more details, but we can't seem to match them to the ground features. In the end we are hailed by a dark figure by the side of the road. The Arrow is in long grass in a paddock normally visible from the road, but hidden out of torch range in the dark. A derig and we're on the way home at 10.30pm

All this practice came in handy two days later when our aircraft landed on a rise not visible from any adjoining road. Dene's recently tuned nose took us straight there, only to find that Guy was already there with the other trailer, having obviously got his own radar working too. Considering the message consisted of, - "I think its the Kooka, landed 2 miles east of Terry's place".

Almost as good as the Nationals, where it is reported that one outlanding was quoted as "2km north of yesterday".

THE COMPETITION SCENE.

The fraternization between the Clubs within South Australia, just doesn't exist in the Eastern States. There are many factors that are responsible for this, one being the relatively close locations of the Clubs, and another is the mixing of the Clubs at the competitions that are a feature of the South Australian scene.

There are two major competitions that are held within the state that are extremely important for Club participation. These are the Easter Regatta at Gawler, and the Balacclava Long Week-end in October. Both these Regattas, due to their central locations and also because they are held over three or four days (at the ends of the soaring season), are attended as much for the social side as for the soaring, and are very important in maintaining the unity of SAGA.

Problems with gagging have arisen at these two competitions due to the large numbers of gliders attending. The present system of the start gate, aggravates the problem, and there is a very real need to set tasks that eliminate the start gate. Unless a satisfactory solution is found, then the number of gliders attending will have to be limited. There are really two main methods, which could be varied to suit the site, of achieving this and this is to:-

1. Ban Clubs from attending.
2. Ban Private Owners from attending.

When the Balacclava Club barred two seaters last October, it in effect chose the first option. The Renmark Club with thirty members and three gliders, the Murray Bridge Club, part of the Adelaide Soaring Club (the latter two with unknown number of gliders and members) and other Club gliders and members, didn't attend. Obviously there will be a need to limit the number of gliders attending, especially if the glider population continues to grow at it's present rate.

The Clubs have provided the conditions that have enabled the competition scene to grow to the extent that it has. Clubs will be excluded to a greater degree from attending the Nationals and State Competitions, as Private Owners with more experience exclude Club pilots.

It is my opinion that both the Easter Regatta at Gawler, and the Balacclava Long Weekend in October should be retained primarily as a Club's Regatta to maintain the unity of SAGA. If these Regattas become Private Owner orientated, this unity will suffer.

John M. Harris,
4 McGregor St.,

Events Diary Diary Diary Diary Diary

Emils 3392381

Peter Ashenden 2723929
Dene howwood -2615732

ORGANISING FLYING ACTIVITY

October	28/29	Des Maslin	353 2076
		<i>Guy</i>	<i>313288</i>
November	4/5	Graeme Newcombe	356 7868
	11/12	Graham Parker	261 5968
	18/19	Michael Docherty	267 3596
	25/26	Antony Veale	332 4946
December	2/3	Michael	
	9/10	Graeme	
	16/17	Des → 35 32076	<i>17 Birkdale Gve, West Hailles.</i>
	24/25?	Graham	<i>Bm. 3526122</i>
	30/31?	Michael	
January	6/7	Antony	
	13/14	Guy	31 3788
	20/21	Des	
	27/28	<i>Graeme</i>	
		<i>Peter Ashenden</i>	<i>2723929</i>
February	3/4	Graham	
		<i>Andrew Horton</i>	<i>710395</i>

Ring the number on the preceding Thursday (6-10 p.m.)
to book your flying and learn of transport arrangements.

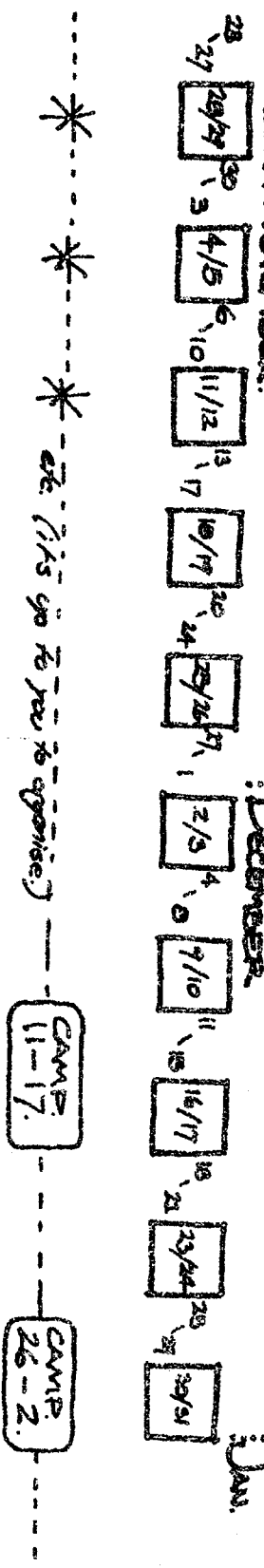
The flying activity organiser will also nominate the
duty pilot and confirm instructor roster.

THIS IS IMPORTANT - if you do not use this system,
there may not be sufficient members
available and flying will be
cancelled for that weekend.

October : November.

December

Jan. Feb.



Flying at
Lecture.

Club Meetings.

2nd Nov.

30th Nov.

25th Jan.

1st Mar.

STATE CONPS.
BARDERTON
(After attending)

STATE CONPS.
MADIRA
(After attending)

STONEMASERS
REARITTA

HANSHAM
REARITTA.

MURRAY BURNS
REARITTA.

18-25 NOV.

2-10 DEC.

27-29 NOV.

11-17 DEC.

17-18 DEC.

TOWARD SUMMER

So, you think you might go gliding. Do a bit of flying. Get some more training; have a check ride after 6 weeks away; take the Arrow up on the ridge for an hour; whatever.

What! No instructor at the field. Who do they think they are. After all, they're instructors; they're SUPPOSED to always be available.

Huh? Gone where?
Competition flying?
When will they be back?

But the competition only lasts the one weekend. Why aren't they on field the other weekends?

Practise flying?
Tuning the aircraft?
How dare they not be available when I happen to feel like going flying!

Between August and April each year, the State competitions are on, Walkerie, Bunkliva, Blanchetown, Bordertown, Mildura, Stonefield, Kimba, Pt. Augusta, Gawler.

The club encourages the Arrow pilots to enter as part of their flying experience. This year it'll be a little easier, with a private Ka6 and Boomerang along to pair, chase and cross-crew.

Meanwhile, back at the field, solo flying and passenger flying in the two-seaters can continue at Lochiel. But training.

Yes, there are weekends between competitions. But what encouragement is there to do any instructing.

Some pupils will offer to crew for the competing pilots.

Some pupils will offer to arrange repairs to equipment on the non-training weekends.

Some pupils will arrange several weeks ahead when the next instructing will be done.

Some pupils will get training, solo and aircraft conversions.

Others, I suspect, will give up gliding.

Emilis

Pieces Bits and Pieces Bits and Piece

RECENT EVENTS

Peter Ashendon	Solo Kookaburra conversion
Dave Ellis	Kookaburra conversion Arrow conversion
Anton Starc	Solo on Bocian and winch

Shearers quarters empty again after a four week residence by the shearers.

Dave Ellis has carried out general arrangement, wing structure and weight/performance estimates for a 15m sailplane as his final year submission in Engineering.

Club parachute has been taken out of service due to age, and is to be sold to "Life. Be in it", for their use in games development.

After using his battery on the winch one day, Emilis' battery strap came loose a week later, arcing across the live wire from the coil, and burning out \$400 wiring in the dashboard of the Renault.

Graham Parker should soon be the proud owner of a "Slimpack" parachute, which he intends to rest his butt on consistently during the competition season the year.

CROSS-COUNTRY COURSE

A Cross-Country Course was held in the Sports Association Meeting Room, on Thursday 19th October, 7.30pm.

Tony Kiek lectured on outlandings, preparations before the flight, general cross-country technique, organisation, problems and memorable moments.

That course was compulsory for all pilots who intended to go cross-country during the coming soaring season. So if you weren't there, you can't go!

ES-59 'ARROW' rigging on the trailer

The Arrow CAN be rigged by two persons, using the trailer equipment. The limitations are; -

only if there is less than three people available, and the wind is not gusty.

Technique -	Person 1	Person 2
1.	Lift fuselage bodily. Remove tailplane and lay on ground.	Raise fuselage track onto stand.
2.	Remove pins at mainwheel.	Remove rear tailgate
3.	Pump down wing until 5cm above fuselage. Remove wing clamps and tie jack forward so it won't swing against trailer of fuselage. Stand in trailer, pull wing forward, lowering jack to get pin lined up, put in main pin and lower jack clear of wing	Remove wingclamp and <u>hold tip.</u>
4.	Tilt trailer down, roll fuselage off and finish rigging.	

Here are some interesting facts about the longest day of the year in an English gliding club :

- 1 Tug plus two backup tugs
- 4 Two-seaters (one T49, two K7, one K13)
- 5 Single-seaters (Pirat, Swallow, K18, K8, Cirrus)
- 240 launches (160 winch, - 80 aero tows)
- Shortest flight; 3 min.
- Longest flight; 2 Hours 15 min.
- First Launch; 4.06 a.m.
- Last Landing; 8.58 p.m.
- Barbeque - 9 p.m. to 3.30 a.m.

BEAT THAT ! ! !

from "SOARDID"

ORIENTATION CAMP

If sufficient instructors, winch drivers, passenger fliers, etc, are interested and available, the Club may be able to have some sort of Orientation Camp.

This needs to be arranged fairly soon, so please indicate your interest and preferred weekend in February, to a member of the Club executive as soon as possible.

WANTED: Crew member for the Nationals. Noel Burnett is looking for crew member for the Nationals to be held at Cunderdin, Western Australia in late December early January. Noel will provide free transport, food and accommodation in return for the crew members assistance with the preparation of his Pik. 208, and retrieves, if necessary. Someone with an interest in competition gliding who is a competent safe driver is needed. Noel will be leaving Adelaide on 26 December and returning on 14 January. Contact him on University extension 2184 or at his Office on the 6th floor, Kenneth Mills Building (ADMIN).

