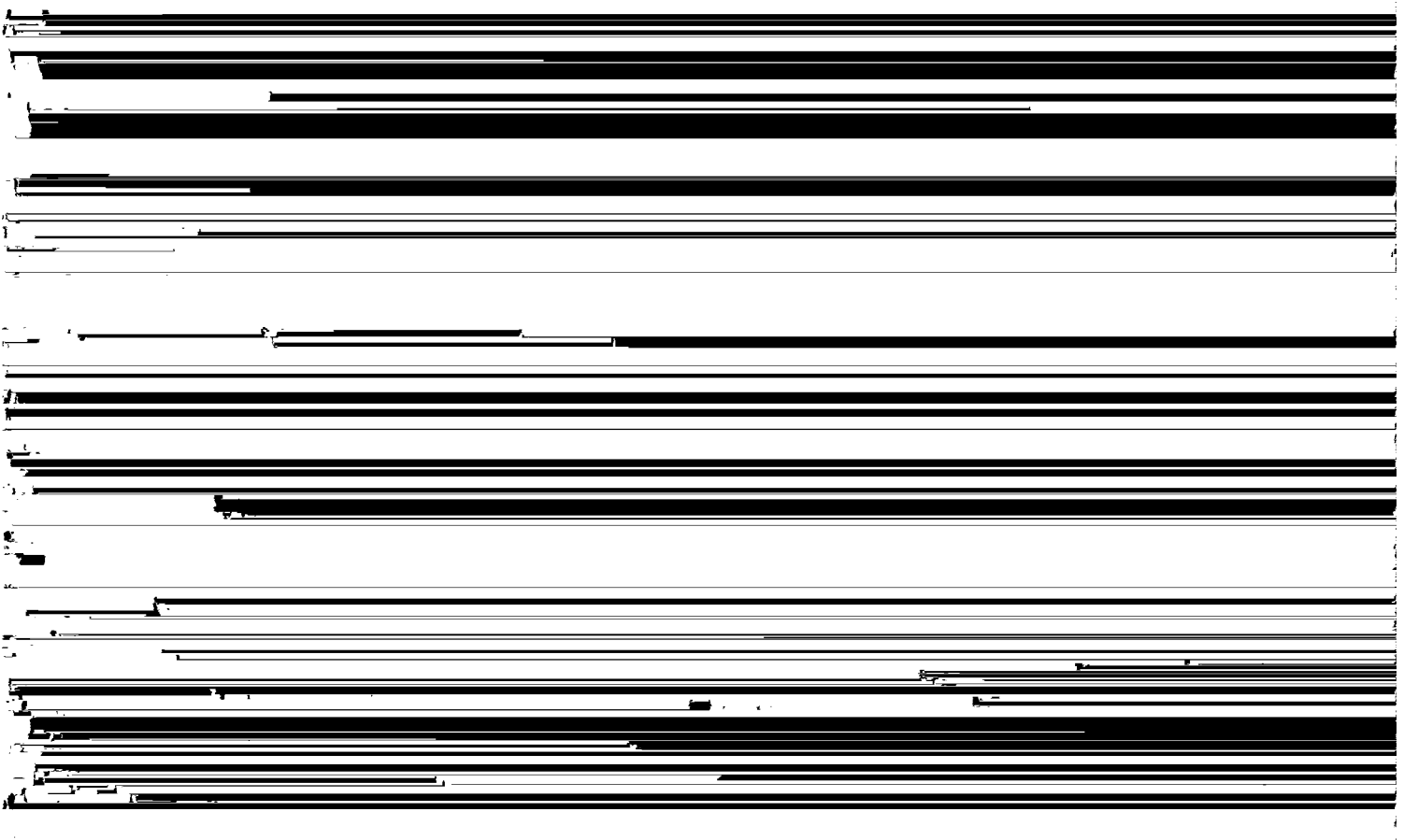
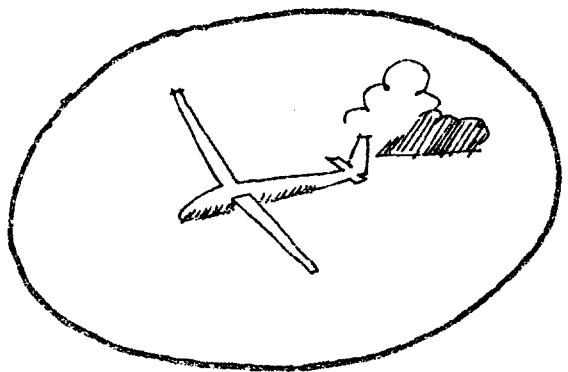


uni
gliding
newsletter



VACATION FLYING CAMP

Up until the end of term the interest shown in the coming Vacation Flying Camp has not been very great. This is rather disappointing because these camps are usually very profitable to both the individual pilot and the club.

REASONS TO COME ON THE CAMP

1. The camp offers a concentrated period of flying and instruction for each pilot. Usually this results in more pilots going solo or gaining their Silver C distance than at any other time.
2. It is winter - the ridge will be working virtually all day every day. If you just come up on weekends you stand a good chance of getting a bad day - more circuits and less advancement in your flying. In a week-long period you are more likely to get more good days - more flying.
- And if you get sick of the ridge there is often enough cloud lift around to let you wander around a bit.
3. The atmosphere generated by a group of people all interested in the same sport can't be beaten. You can pick up lots of tips on better flying and spend hours discussing the theory of flight and basic aerodynamics.
-And play Bridge - or learn how to play.....
4. As always, accomodation is free. Where else away from home can you get a week's free accomodation? A week's food and flying isn't all that expensive - any decent cost-benefit analysis will tell you you're mad not to go.

OTHER THINGS

1. The hangar doors will go up during that week - the more people we have, the easier the job is.
2. ASC will be visiting on the first weekend. Again, more people make the whole show run better.
3. The Kookaburra 20 yearly will be happening. This will let everyone get a better idea of the structure of wooden gliders.

LEFTOVERS

Some people won't be able to stay the full week. Fair enough - come up when you can. The shearer's quarters are always there if you get the chance to stay 2 or 3 days.

Although you benefit a lot from the exercise, the Club also comes out ahead from these Camps. In fact, it comes out ahead on several counts:

1. More income generated
2. Hangar doors put up
3. IZ's 20 yearly completed sooner - bringing back another two-seater for training
4. Odd jobs get done - under normal weekend flying conditions the time wouldn't exist to do them:
e.g. Cleaning the hangar out

SUMMARY

Really, it seems that the only sensible thing to do during this vacation is to come gliding as much as possible.

And it's a great way to forget the exams.....

PLEA

Please put your name down on the list in the Sports Assoc. meeting room as soon as possible so that adequate organisation can be made. This is especially important for the ASC visit and putting up the hangar doors.

For more information ring Dene Larwood - 261 5732

P.S. If you haven't got exams or you're going to fail anyway, come soaring during the second week of swot vac. Check the notice board for times, places etc.

P.P.S.S. Instructors - where are you when we need you?

THEORY COURSE

A series of theory lectures is being prepared by the instructors panel and will comprise 6 lectures of about $\frac{1}{2}$ to $\frac{3}{4}$ hour duration each. The lectures will be held in conjunction with regular club monthly meetings, and topics are:

Theory of Flight for Gliders - Guy Harley

Meteorology - Tom Nemeth

Navigation and Instruments - Neil Mancktelow

Air Legislation and Procedures - David Biggs

Airmanship - Graham Parker

Ground Handling and Care of Gliders - Emilis Prelgauskas

I hope all members will attend because there is a lot of material going into these lectures of vital concern to your gliding expertise and safety.

Trainee pilots are reminded that they should purchase a copy of "Theory of Flight for Glider Pilots" (Stafford Allen) from the GFA shop, Market St., Adelaide. (see AUGC noticeboard in Sports Office.)

PIE CART WARNING

The stove and fridge in the pie cart both work. However, if the main gas cylinder valve is turned on, the fridge will need to be lit immediately, as it does not have its own "off" valve, and gas will be flowing. A pool of gas could therefore build up around the fridge, and this would have explosive consequences if someone then lit up the stove.

Modifications to the fridge control are under way but for the moment be very careful. When the problem has been fixed notification will be given.

STRIP GRADED

The rough approach to runway 03 (hangar end) has been graded by Bob McDonald. Gliders landing on this end will come to a very sudden stop in the soft earth. What we need to do is to drive our vehicles over this area as much as possible during the next few weeks to compact the area down, before the Winter rains wash all the topsoil away. Anyone who can get a heavy roller up there is most welcome.

BLUE BOOKS and LOG BOOKS

A new supply has been purchased from GFA shop. The price is now \$1.50 for each book which will be paid by pilots when books are issued. Remember to always take your blue book and log book every time you go gliding, at any club.

WINCH LAUNCHING LECTURE

A comprehensive lecture on winch launching will be given by T.Kiek at Adelaide Soaring Club, Gawler, on Saturday 26 May at 7pm. Topics will include:

Preparation for flight

Launch stages: Ground Run, Separation, Initial Climb, Full Climb, Release.

Launch failures: Speed control, Release, Landing area

Non-Manouvering Areas, Cross-wind effects, OVERRUNS, hang-ups.

Local procedures.

This lecture is aimed at a group of ASC pilots who want to learn winch launching. There will be attending Lochiel on Saturday and Sunday June 2&3 for practical instruction.

I strongly urge all ASC trainee pilots to attend at Gawler lecture as there is a lot to learn and there will be a comprehensive set of handout notes. You will be most welcome at ASC and bar facilities will be available. This is a good chance to meet some of the ASC crowd who will be visiting us more and more in the future at Lochiel.

AIRSPACE MAPS

David Stobie (now departed for Air traffic control duties interstate) has drawn up a map indicating airspace restrictions in our area. I have photocopied off a stack of these maps which are now available from my office at the Computing Centre room 133 at the Adelaide Uni. Everyone should have one of these.

ROSTERS

The instructors panel has agreed to cut back to 1 rostered instructor per day instead of 2. Reasons: (1) Kocka out of action for several months, (2) Number of trainee pilots has stabilised to about 5 per day, (3) Instructors want some free time for themselves.

To compensate, it was agreed that 1 winch driver be rostered on each day. With 10 competent drivers at the moment, each will be required for duty at Lochiel about once in every 5 weeks. The winch drivers roster has been posted in the Sports Office and mailed out to those concerned.

If the rostered driver cannot attend, it is his or her responsibility to arrange a stand-in. If no winch driver turns up, we cannot fly.

ARROW PILOTS

The Arrow seems to be sitting in the back of the hangar allot this year. The weather has been excellent so far for soaring, e.g. last week we had 6-8kt thermals over 3000', and the SAGA Winter Trophy season is upon us. The newly formed "Arrow Pilots Group" should revitalise some interest. Some of the new group of trainees will be into the Arrow before Christmas so "old" Arrow pilots will need to stake their claim to avoid missing out in the next Summer season.