

UNI GLIDING VOL. 4 N° 3
NEWSLETTER



MAY 1979

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NOTE:: CLUB MEETING IS WEDNESDAY 2ND AT 7-30.

This issue I want to introduce myself. I'm Linda Smith, and, with the help(?) of Kim Bennett and Mark Forster I got this months newsletter out. I'm not happy with the way things have been done. People give me things at the last possible minute, most of the articles are done by Emilis (doesnt anyone else have anything to say? It needat be an article, even a paragraph would be enough). Most of all, I dislike Heat Stencils. I know that some of the articles in this newsletter will be unreadable. So if you see it en the contents but you cant find it, then, that means it was too dreadfull, and, if possible, and if the article is still relevent, then it may turn up in next months issue.

The main reason that this is going to be poor quality is that some of the articles were given to me photocopied, (on shiny paper) and these then had to be recopied and then put onto a heat stencil (which is poor quality anyway.) I'm going to investigate the possibility of having the whole issue typed directly onto Wax Stencils, except for diagrams, which would still have to be heat stencilled. This may be a lottle more work, but what use is doing it at all, if the results cant be read?

This page is typed on a wax stencil. Compare the difference, all the other pages are on heat stencils.

Enough!!! I've got to do a Zoo Prac for Psych, an essay for Philosophy (I may drop Philospha instead) an assignment (huge) for Logic, and three or four exams coming up. I think I may have to hibernate.

Bye for now,
 Linda.

Linda

ADELAIDE UNIVERSITY SLIDING CLUB INC.

Report of the Chief Flying Instructor to the A.G.M.-1979

I was installed as CFI during August 1978 as a result of my upgrading from Assistant to qualified instructor. At that time, four of our experienced solo pilots were nominated to attend an assistant instructors course at Gawler, and as a result, Guy Harley, Neil Lanckteleo, Graham Parker and David Biggs joined the AUGC instructor team. With Emilis Prelauskas, Tom Nemeth and myself, we now have a panel of 7 instructors. Monthly panel meetings are held to discuss students' progress, solo pilots, operations, rosters, procedures, etc., and minutes are recorded and distributed amongst the team. We have been able to roster 2 instructors on each flying day, and this has been beneficial in a number of ways:- (1) Student pilots get to train with a variety of instructors, (2) Instructors may now get a "breather" during the day, (3) There is a core of experience on the field, (4) Instructors fly more often, gain experience and maintain currency, (5) Absence of an instructor can be carried by another, and (6) Two 2-seaters can work together to provide more training flights each day.

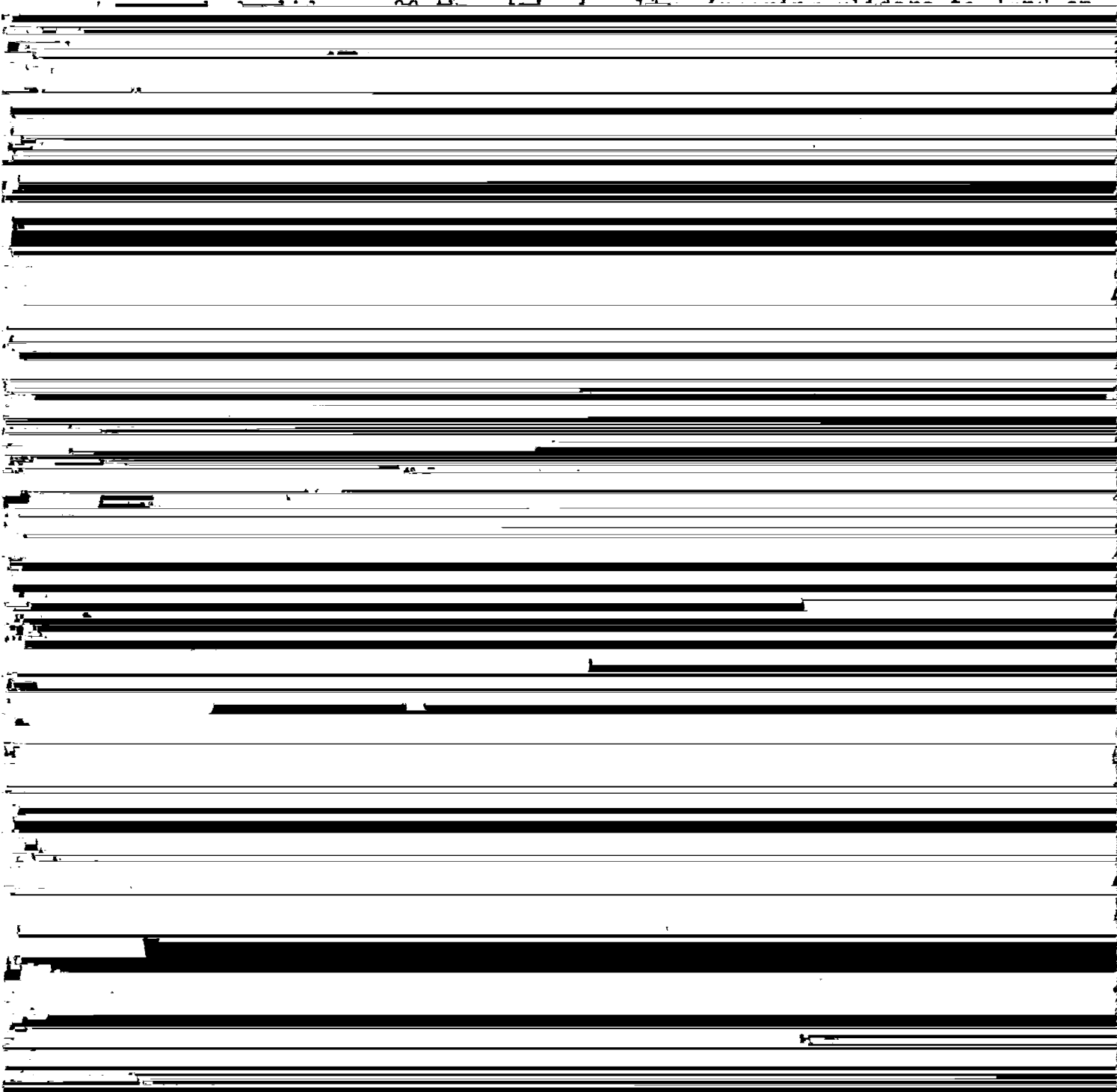
Unfortunately, all of this relies on a continuity of student pilots, which has not, until early 1979, been evident. The marked fall off in flying activity was due not only to a drop off in trainees, but also a dramatic fall off in the amount of flying in the Arrow. This combined, at a critical time, with the failure of the V8 winch and the subsequent lack of anything positive being done about it. Also private ownership has had an effect, and several of the keen Arrow pilots did not do much flying over Summer. The rumblings heard in other clubs about private owners taking over has not been evident at AUGC, where it is worth noting that 4 of the 7 instructors are private owners, and amongst the hardest workers in the club. I am sure they all appreciated the rostering system which allowed them time to fly in the various regatta

During 1978, I introduced the blue training books to AUGC, in an effort to make the instructing function more systematic. Instructors can see at a glance the student pilot's progress and provide a briefing, before takeoff, on the next sequence in the blue book. Instructor's comments in the blue book provide yet another channel of communication between the instructors. The previous system of trying to remember the personal flying history of each pupil personally could not continue with 7 different instructors operating. Now, also, the student can monitor his own progress as a personal record in his blue book, and hopefully swot up the theory of the coming sequences.

The instructors now also maintain an Instructors' Log Book, kept at the Uni., recording daily activity on the field, operational problems, and areas of concern regarding student and solo pilots. This log has, I feel sure, avoided some possible incidents, and I urge the instructor team to keep this channel of communication going.

The "Rules of the Air for Glider Pilots" booklet is now circulated to near-solo pilots who are required to undergo an oral examination as soon as the solo rating is achieved. To further assist our pilots, who do not all see the need to study the "Theory of Flight for Glider Pilots" book, a series of lectures is being set up on topics of theory of flight, navigation and instruments, meteorology, air legislation and airmanship, which will be presented as segments at regular monthly club meetings. I urge all pilots to attend these meetings, as attendance will be signed out in pilots log books as evidence to the instructors that the pilot is properly prepared for solo or cross country ratings. Two cross country theory lectures were given by myself during the year, and a set of notes as well as copies of the BGA Bronze Examination were distributed. Some of our already X-C rated pilots, who were not interested, found that their X-C ratings were cancelled. This was not intended to be a personal infringement on their activity, but a step towards standardisation of require-

During the year, several projects helped to make the airfield safer. The dead tree at the Barungs end was removed by Bob McDonald at our request; a windsock was erected and re-sited several times (and now need further attention); and long grass near the strips was mowed, thanks again to Bob McDonald. During the exceptionally wet winter, we had many deep mud patches, and off strip landings were made more hazardous by the very long grass. During that period we had, on many occasions, to



myself in particular, are keen on regular check flights, and my emphasis on this aspect was highlighted when a recent visiting pilot, with good credentials on paper (but not check flown) had a series of incidents in one short period at Lochiel. Another minor incident occurred during a mutual flight where both the front and back seat pilots thought they were in command, resulting in a bent dive brake lever, in the Bocian. Some other incident likely practices were curtailed, for example, low level beat ups, and the aspect of "show off" flying was brought home hard to a few pilots at the time. Under no circumstances will this sort of activity be tolerated, and pilots can expect to be grounded if caught. Unfortunately the area of aerobatics has been curtailed because of a lack of parachutes and instructors currency in aerobatics. I hope that this situation will be reviewed soon.

As the long grass dried out in Spring, a considerable fire hazard emerged, and was countered by preparedness, in as much as we purchased another knapsack spray, maintained wet wheat bags in the pie cart, and banned smoking on field during the danger period. I probably suffered more than anyone on this score. Thanks to Tim Dodd and others, we were able to maintain drogue chutes throughout this period which must have helped alot.

A near miss incident with an RAF jet prior to Christmas provided some excitement, and the result of submitting a "225" report to DOT did not go down too well with the CAGA Airspace Officer, preferring a more personal approach. However it did result in action in that DOT issued a NOTAM and also have arranged to include AUCO field on the new series of charts.

Cross country flying continued to be emphasised, and a more stringent set of pilot requirements has been introduced, including check flights. Cross country pilots should realise that this is for their own safety, as well as providing a more standardised approach, for others to follow, and I hope that this will instil a greater measure of respect

Nevertheless, the "on the spur of the moment" cross country flight has continued to be encouraged amongst the senior pilots, when available manpower has been present. No noteworthy incidents occurred in X-C flights, and many achievements were made towards Silver C and Gold C badges, as well as the retrieval of the "Come and Get it Trophy". Our private owner pilots now dominate the National Sports Class events, and I congratulate them on their results. The only problem worth noting has been the continual trailer damage to the Arrow, caused, in the main by a poorly designed trailer. Extra care needs to be taken, and adequate crew present for this operation, in order to avoid time consuming repair jobs in the workshop.

The use of the pilots own log books has been emphasised during the year, and check flights have been imposed on some pilots presenting without their log books. As a personal record of achievement, attendance at courses/lectures, check flights, aircraft ratings and conversions are entered, and up-to-date maintenance of logs is essential. A currency period of 4 weeks is now enforced, and each solo pilot is required to undergo biannual check flights with an instructor, and have their log books scrutinised by me. I have set up, and attempt to maintain, a "Members Record" chart at Lochiel, which is updated as achievements are made.

Four pilots went solo during the year, namely, P. Ashenden, M. Docherty, and Anton Starc. Tim Dodd and his father soloed on the winch, and several visiting pilots converted to the Bocian, Arrow and winch. Tim recently flew his 500k Gold C distance at Quikerie, congratulations. Don Hein and Kate Swanson have progressed to near solo standard by maintaining fairly regular attendance, but the main problem with the other student pilots has been their infrequency of flying, with consequent regression in standard. For those of you who are starting out this year, I would stress that regular attendance, 2-4 days per month, for the average pilot will see you solo within 6 months.

combined with a teamwork participation in the non-flying activities or the required attributes. A general club policy over the years has been that those who do the most work, get the most flying, and this will continue to be the policy. Remember that pilots are required to be on the field by 9.00 a.m. and stay 'til the gliders are put away. People who operate outside this framework don't get very far with the instructor. They are called "gentlemen pilots". Gliding should not be regarded as a hobby, but rather as a commitment sport in all of its facets, flying, maintenance and crewing, and this is the only way we are going to stem the rising cost factor.

I would like to thank Emilio for his usual untiring and dedicated efforts, not only in instructing, but also in maintenance of the general organisation. At last he is able to enjoy some free days out on the back seat. Members who deserve a special mention include Guy Harle, Graeme Newcombe, and Michael Docherty, all of whom have performed their self imposed tasks diligently. Thanks must also go to Roman Groblicki, Graham Parker, Dave Ellis, Dene Larwood, Anthony Veale and Peter Asher for their work in aircraft maintenance. Apologies to any others omitted.

I anticipate that 1979 will be a record year for flying activity, as a record number of new members have shown keen interest, and, may I add, several with more than average ability. Instructor role is working well, and with a reconditioned club winch, we have all the ingredients for a successful year. I will do my utmost to see that it is also a safe one for you. Thank you for your attention.

Tony Kick

CPI.

TASK	VOLUNTEER	TASK DEFINITION
C.F.I.	Tony Kiek	Responsible for the safety of all pilots
Duty Instructors	Dave Biggs Guy Harley Neil Mancktelow Graham Parker Emilis Prelgauskas	Responsible for daily flying operations.
President	Dave Ellis	Overview.
Secretary	Dene Larwood	Administration.
Treasurer	Graeme Newcombe	All money, purchases.
Social Convener	Michael Docherty	Keeps us happy.
Ordinary Committee	Guy Harley	Helps with all the work.
Raundraising	Tony Beveridge	Organises 'funds' for profit.
Newaletter Team	Linda Smith Kim Bennett Mark Forster	Produce information to members, publicity for the club outside of Uni, and to 'On Hit'.
Winches V8 6 Cyl.	Dave biggs(temp.) Emilis Prelgauskas	Maintain continuous operational condition. buy cables, inspections, etc.
Hocian (KYW)	Peter Ashendon Anthony Veale	Cables, inspections, periodic maintainence.
Arrow	Dene Larwood Roman Groblicki Dave Ellis	Maintain, organise x/1 list.
Kookaburra	Emilis Prelgauskas	20 yearly inspection.
Private Single Seaters	Graham Parker Guy Harley Emilis Prelgauskas	Maintain.
Hangar	Tim Dodd Chris Hicks	Make & erect downpipes, doors, wheel tracks, storage shelves, keep clean & tidy.
Piecart & Trailers	Don Hein Tony Kiek	Make, repair, maintain.
Airfield	Peter Ashendon	erosion control, earth works.
Shearers Quarters	Graeme Newcombe	Clean & tidy.
Regatta, Flying Camps.	Guy Harley	Organise.
Membership Officer	Michael Docherty	Keep track of members.
T-Shirt Sales	Chris Hicks	
Legal Officer & Public Officer	Guy Harley	Sports Association constitutional position.

MASTER 1979

Tim & Peter aerotowed the Docian to Gawler. This permitted us to earn about \$100 in tows for A.S.C; & about \$50 for us to help cover the costs of transport.

Many thanks to Murray Crowell & the use of the Cessna I75.

The warm weather & low wind speeds allowed good thermal conditions & good racing. Guy, Graham, & Emilis competed against 4 other sports' sailplanes in a total entry of 55.

On the first day we made it 1-2-3 Emilis, Graham, Guy. Everyone got home, and at speed too. Speeds across top to last place in sports class were 85 - 79 kph.

Next day Graham won; at over 70kph. This task was only 96 km against 107 the day before.

The last day was 203km and Guy placed third. The first & only out landing in the class was a Joka 5.

While Malcolm Jinks won Open Class at over 110kph speeds; Lindsay Chambers (Mildura) won sports class at Gawler.

Provisional results statewide for 1978/9 in sports class were -

	out of 6000	
1. Emilis Frelgauskas	4984	Uni
2. Ted Pascoe		Balaklava
3. Graham Parker		Uni
4. Lindsay Chambers		Mildura
5. Tony Duncombe		Adelaide
6. Guy Harley		Uni

These Placings are an improvement on last year, when the club's pilots scored - Emilis Frelgauskas 3rd
Graham Parker 15th

Emilis

BULK FLYING

Initial thoughts about BULK FLYING

At the April club meeting, the concept of introducing a 'bulk flying scheme' to Uni gliding club operations was first voiced. The advocate (Peter Ashenden) has been asked to submit a proposal to the club executive for consideration. This note is intended to be both support and balance to that proposal anticipated, as this author has neither a preference for or against bulk flying.

What is 'bulk flying'?

The scheme is open to members who wish to pay one lump sum for use of the clubs equipment for the whole financial year. In some clubs where this scheme operates (Gawler and Waikerie), the lump sum may apply only to aircraft hire or be limited to the summer portion of the year. This ensures that the club still has regular income for the most expensive portion of the flying operations - launching.

'bulk flying' offers:

- Income to the club in advance (as per flying accounts).
- Income to the club in a large lump sum LARGER than the average member's spending annually irrespective of aircraft utilisation.
- Promotes utilisation of aircraft to their maximum by those members who are in the bulk flying scheme.
- Permits members using the scheme to fly as much as they can manage within operational rather than immediate financial limitations.
- Members who enter the scheme usually are very active pilots, hoping to achieve flying at LESS than club rates by achieving more flying hours than club rates would permit within the lump sum.

'bulk flying' costs:

The scheme has several disadvantages, both economic and social, which need to be acknowledged.

Income is spread to one short time period, rather than being gradual throughout the operational year. This can create seasonal liquidity problems for the club if the lump sum gained early in the year is not maintained through the year. It can happen that the small amount of regular income from non-bulk flying members may have to suffice for maintenance expenses late in the year. Traditionally, the lump sum income encourages squandering on capital expenses (new aircraft) with the result that insufficient liquidity late in the year results in limited flying operations.

If the above happens, the bulk flying members lose flying and feel cheated.

If we have a bulk flying 'us' and club rates 'them', it can create social problems. The non-bulk flying members see themselves paying regularly for flying, but see other members seemingly flying for free. They forget that these members stuck their neck out early in the year. Its human nature. The non-bulk fliers are jealous when they run out of money to fly on a day, just to see bulk flying members continue to operate. The bulk flying member is seen as hogging the aircraft by the less active member.

Recommendation

over

Recommendation

That the club treasurer supply Peter Ashenden with the following information about 1978 -

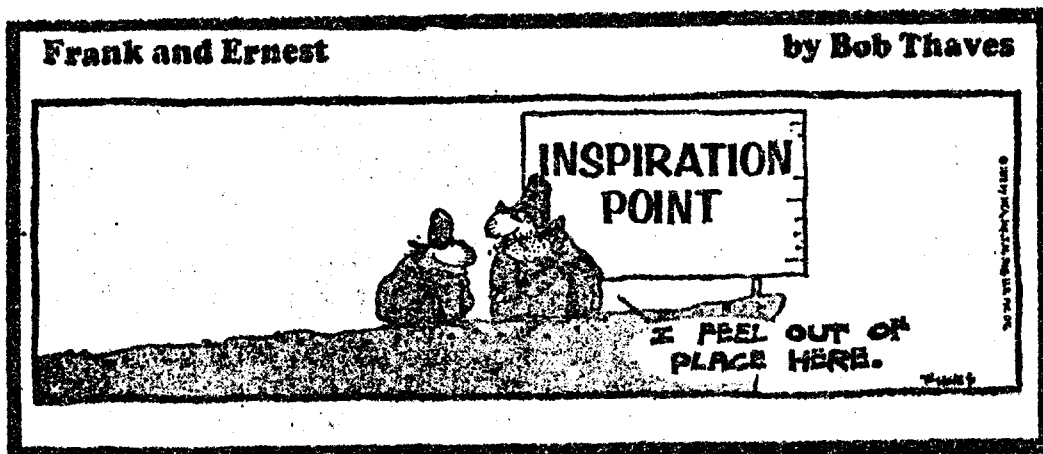
the AVERAGE spent by members in flying $\left(\frac{\text{total flying income}}{\text{no. of active pilots}} \right)$
the MAXIMUM and minimum spent by the most and least active member.

That the club meeting, in considering adopting a bulk flying scheme, find out the number of members interested in joining first.

That the club meeting, in considering adopting a bulk flying scheme to be joined by a significant number of members, only approve a bulk flying scheme if -

the amount charge per member is the greater of either the maximum spent by the most active member in 1978; or a significant percentage (say 30%+) greater than the average amount spent by members in 1978.

all the disadvantages of the scheme can be overcome by its method of implementation.



Postscript

As an alternative to a bulk flying scheme, the club might be able to consider placing an upper limit on the amount a member puts into his flying account. That once a member has put in \$x either in lump sum or ^{gradually} within that financial year, the treasurer deducts flying fees at club rates until the upper limit has been spent, then flying is written off.

If the sum is a significant upper limit (say \$400), this represents 100 launches and 60 hours flying or more than only the most active pilot can achieve. The extra flying written off would possibly be compensated by the extra flying generated in people trying to reach the limit ????? Who really knows.

Vol 4 No 1 reminds me that aircraft no.5 at Lochiel has not been documented for the pilots as yet. Say no more.

Boomerang

The club owned 'Arrow' was developed in Adelaide by Edmund Schneider P/L in the early '60s as a docile club machine. Although it fulfilled this purpose admirably, it was invariably compared with the 15m imported sailplanes of the time. Being only a diminutive 13m, it consequently came off second best in the performance stakes.

As a result, the Gliding Federation sponsored the design and manufacture of a competitive 15m racing sailplane. However, development funds were limited, and the brief to the Schneider factory consequently called for development to be based on the ES-59 Arrow.

The ES-60 Boomerang has therefore a strong family link to the Arrow, especially in the fuselage construction techniques. In contrast, the aim of the sailplane is quite different. Meant for racing in the hands of experienced pilots, the sailplane was given a wing of Wetmann profile, with close rib spacing and thick ply covering to ensure a smooth laminar aerofoil.

The tail too, was changed to an 'all flying' type which was in fashion at the time (just as T tails are 'in' at the moment). The all flying tail was intended to permit low stick loads at all flying speeds to reduce pilot fatigue on long flights; the inherent loss in positive stability and elevator twitchiness were accepted in the tradeoff.

While the Arrow is light, manoevrable, and docile, the Boomerang was given high maximum speeds which resulted in a heavy airframe, a tradeoff to higher stall and twitchy handling. Meant for competition flying, the rigging on the sailplane is probably the best of any in that time, and compares favourably with most modern glass sailplanes.

'Tango India' was owned by the Mildura club for 13 years, and was sold in that club's transition to an all glass fleet.

As wooden sailplanes are effectively built 'one off' each, Boomerangs tend to vary one from the other. Some small variations in manufacture gives individual aircraft either a preference in climb or glide.

'Tango India' is definitely a mean machine in the glide, with a resultant poorer climb configuration. This results in its ability to hold supposedly superior craft in strong weather, yet struggle in weak thermal conditions where light, floating, sailplanes like Arrow and

The performance claim and design formula place the sailplane in the current Sports class, along with many of the wooden sailplanes of older design age.

With a best lift/drag ratio of 31:1, and an established racing record, Boomerangs would probably be rated in a future handicap factor situation as follows -

higher performance	Club "ibelle	0.90
	Foka	0.96
	BOOMERANG	0.98
	Ka6	1.00
	Arrow	1.10
	Bocian	1.10
lower performance	ES-52b	1.25

(p.s. the Sagitta would be rated between 0.96 and 0.98 depending on the owners establishing a track record for the machine).

Previously, all sailplanes competed 'on scratch', but large variations in performance of Sports class aircraft is tending to encourage the development of a handicap system.

This will simply mean that the pilots will have to make best use of the design strengths of their particular mounts. The clubs Arrow, for instance should become more competitive in the hands of the average club pilot.

The Boomerang then, will have to be flown consistently 12% faster to maintain its position comparatively.

This performance difference, together with its higher demands on pilot skill by providing little control feedback, stick load, or pre-stall warning, limits the pilots suitably experienced to fly the machine at Lechiel.

MAJOR PROJECT 1979-01

Between April 17 and 20, the Adelaide University Gliding Club carried out the mandatory control circuit renewal demanded by an Airworthiness Directive from the Gliding Federation earlier.

The directive called for the replacement of European standard hemp cored control cables supplied as original in Polish gliders with either British 10cwt or American 1/8" steel cored cable. This was to be carried out within the first 300 hours of operational life of the sailplane.

While other gliding clubs begin these types of projects; some falter along the way & have to get professional manpower to finish the job; or in extreme situations, the aircraft is considered for replacement by another type .

We were able to avoid this by -

- arranging a 'lead time' period and nominating a coordinator other than the ground engineer himself to arrange all the details and report back to the engineer. Our thanks go to Peter Ashenden, who coordinated and cross checked the efforts of other individuals who could contribute to the job. For instance, Tony Kiek for arranging the workshop at Gawler.
- with several people concerned about transport of the Bocian to Gawler, we luckily avoided leaving the tow to the last minute. As it turned out, if we had towed to Gawler on Easter Monday, this would have failed. No one flew at Lochiel at Easter, the weather that particular day was foul, truly unflyable, and on checking, the towing arrangements were somewhat loose.

Thanks to Graeme and Guy, the efforts tow the Bocian to Gawler earlier guaranteed the aircraft was on hand on time. As side benefits, the club earned enough from passenger flights to cover the tow cost, we were able to demonstrate the aircraft to other clubs, and several members both aerotowed and got backseat checks.

- The only delay was caused when the swaging tool was found to be incompatible with the swages to be used. In this regard I am personally disappointed at the off-hand attitude of the supplier at Parafield. First delivery was guaranteed if I paid for air-freight etc from Melbourne. As time was critical, I agreed, only to have to go back several times when the tool was held up in the multi handling between parties that goes on .

What got me was that even though I was prepared to pick up from the terminal, I was assured it would be quicker if it was delivered all the way through. When this didn't eventuate, the supplier made no effort to chase up the tool.

In the end it was quicker for me to go to the boating suppliers for the equipment, and cancel the aircraft suppliers order. He even had the nerve to get angry at me for messing HIM around !!

- The job itself took 340 man-hours spread over 5 days, culminating in the plywood patch being put on at 2 am Saturday morning by Guy, Dave Ellis, Peter and myself.
- After a little sleep (I'd been spending 14-16 hours a day at Gawler), we did the final rig and test flight at 11am, and arrived back at Lochiel under tow at 1.30 .

The result was that the Bocian was not out of action one single weekend, and the Saturday flying by Air Cadets covers the cost of the tow home.

In all, about a dozen members contributed, with between 3 and 20 hours spent at Gawler per person. As the job ran under the original time scale, there were three days of members arranged to work which weren't needed.

At which point I would like to remind the other 8 members who didn't get to work on the Bocian, that their efforts should be transferred to later projects in the list -

Major project 1979-02 will be the Hangar doors which is being got together by Tim Dodd. He needs help in getting all materials together. Materials needs to be pre-cut and hack labour is needed to back up welders in our club. The components must be ready to go to site and be put up in the June flying camp - June 2 -10.

Major project 1979-03 will be the earth works around the hangar area to avoid the buildings being washed away this winter. Talk to Peter Ashenden, and lets get some shovels swinging in the break in launching while all aircraft are on the ridge,

COSMIC TRUTHS WHICH GUIDE HUMAN DESTINY

Most people are familiar with Murphy's Law, Parkinson's Law, the Peter Principle and even the Abilene Paradox. Each one sums up some vital factor of human existence. Beyond these basic tenets lies the spectrum of human knowledge which has been synthesised in the following phrases culled from a recent edition of "The Australian":

1. *Gumperson's Law*: The Probability of anything happening is in inverse ratio to its desirability.
2. *Mahr's Law of Restrained Involvement*: Don't get any on you.
3. *Firestone's Law of Forecasting*: Chicken Little only has to be right once.
4. *Sander's Ruminaton*: Life is a game, the object of which is to discover the object of the game.
5. *Chesterton's Observation*: I have seen the truth and it makes no sense.
6. *Grierson's Law of Minimal Self Delusion*: Every man nourishes within himself a secret plan for getting rich that will not work.
7. *Radar's Fundamental Truth*: The grass is brown on both sides of the fence.
8. *Q's Law*: No matter what stage of completion one reaches in a North Sea oil project, the cost of the remainder of the project remains the same.
9. *Captain Rissar's Law*: If it's in stock, we have it!
10. *Horowitz's First Law of the Admiralty*: A collision at sea can ruin your entire day.
11. *Howlan's Truism*: An "acceptable level of unemployment" means that the government economist to whom it is acceptable still has a job.
12. *The Law of Xerox*: Anything important loses its value soon after being Xeroxed.
13. *Pastore's Truth*: Most jobs are marginally better than daytime TV.
14. *Boyle's Observation*: A welfare State is one that assumes responsibility for the health, happiness, and general well-being of all its citizens except the taxpayers.
15. *The Golden Rule*: Whoever has the gold makes the rules.
16. *The First Law of Management*: Kickbacks must always exceed bribes.
17. *Jimenez's Maxim*: If they give you ruled paper, write the other way.
18. *Ross's Axiom*: If at first you don't succeed, cheat.
19. *Farrelly's Law of Survival*: Don't rock the boat unless you've got a life jacket.
20. *Ettore's Observation*: The other queue moves faster.

To : Club meeting, May 1979
from : Emilis

LOCHIEL REGATTA 1979

Introduction

Between August and April each year, gliding competitions are held at clubs around South Australia. The number of sailplanes and competing pilots continue to increase, and with them the demand for more opportunities to compete also grows.

Lochiel 1978

Last year, the club ran an informal regatta in April with a moderate attendance. Since that time, not only have several specific indications of interest been received for 1979 (Astir pilot from both Bordertown and Horsham), but it has to be assumed that the previous visitors will return (Cherokees, Ka8, Nymph, Goose). In addition the number of local entrants is greater (4).

To all this can be added the restructuring of Sports Class which might encourage more aircraft in this class to attend (Balaklava Ka6, Super Arrow, Pilatus, Kimba Ka6).

Lochiel 1979

Using the approach above, it is conceivable that the following numbers could attend a Sports Class competition at Lochiel -

local entrants	4
previous visitors	5
interest	2
Sports class	<u>4</u>
	15 entries

I recommend to the club that -

"The Adelaide University Gliding Club organise, promote, and run a competition for Sports Class sailplanes on September 1 & 2 1979, in accordance with the competition format prepared by the Sports Sailplane Racing Association."

Why

This will be our contribution to the state competition calendar in which the club uses the work of other clubs during the year.

This will give an opportunity to attract visitors to the site, improve our acceptance in the sport, raise some funds, utilise our equipment more fully.

The date is set to coincide with the beginning of 3rd term, when we all should have the exam worries over and be available to help. The date fits conveniently between Waikerie and Balaklava regattas as well as being at the end of our August camp, during which we can get the airfield ready.

Details

Approach SAGA for inclusion of venue in state calendar
approach Sport Sailplane Racing Association for support of the venue, details of competition format.
promote venue by poster to each club in July.
arrange towing by Cessna 175 (M.Crowell from Price)
arrange manpower to run comp, including winch drivers, scorers, marshalling, cable hooker oners etc.
ensure all club equipment is operational
lay in some supplies, and arrange with Bute deli for other foods if and when required

ADELAIDE UNIVERSITY GLIDING CLUB Inc.

REGATTA SEPTEMBER 1979

INFORMATION

Telephone : Buts (088) 26 2203

- Entry** is open to pilots with a minimum 'C' certificate, flying Sports class sailplanes.
No entry fee will be charged.
Fixed turn point cameras are mandatory equipment, while parachutes are encouraged for the safety of all competitors and radio in aircraft is optional.
- Scoring** will be conducted within the guidelines set by the Sports sailplane racing association. Proportionally smaller tasks will be set for lower performance entries, and handicaps will be applied to the sailplane types.
- Flying** Briefing will be conducted in the large hangar at 10.30 am each morning.
Launching will be by winch or aerotow according to pilot's rating.
- | | |
|--------------|---------|
| winch launch | \$1 ea. |
| aerotow | \$5 ea. |
- A nominated start gate will be used. Aircraft without radio or for pilots preferring, starts will be taken from launch. For all other pilots a start line on 122.9 Mhz will be available.
- Turn points should be taken in the F.A.I. sector, and a film handed in at the end of the weekend.
- Finish line for the race will be the boundary fence of the gliding field. The organisers will apply penalties to unnecessarily low finishes.
- Facilities:** On field
- A telephone is located on the northern face of the small hangar (see phone no. above) and will be manned for retrieve calls from 2pm each day.
- Trailers should be parked south-west of the large hangar.
- Aircraft can be tied down clear of the runway at the hangar end, extending north from among the trees.
Marshalls will be available to advise.
- During the day drinks and sandwiches will be available in the large hangar, brought in by the club from Buts.
- 'Shearers quarters'
- Some 3 km west of the field, the club has the use of a house with shower, ablutions, kitchen and other facilities (hot water, TV, etc).
- Limited bunks are available, areas for pitching tents or parking caravans are available. Power to caravans is available. There is no charge.
- Food and drink is made available if some prior notice is given earlier in the day.

LOCHIEL GLIDING FIELD

Introduction

Regularly club projects are arranged which require changes or improvements to the gliding field, in particular the hangar area. Usually the jobs are conceived only within themselves (eg shifting the telephone) without recognising the interaction with likely future projects (eg a new hangar whose foundations can conflict with a trench-laid phone cable laid direct to the new location).

This effect has been seen at other gliding fields where runways are limited by buildings extending ever further along their edge, or insignificant buildings (winch shelter sheds) take up important runway access locations which should be reserved for hangars .

Propasal

A development plan of the hangar area of the Lochiel Gliding Field has been prepared as a guide to likely future developments and projects. It is NOT intended as THE one and only way the gliding field can develop.

It is however intended as a base on which club projects can be considered.

I would recommend -

1. That the Adelaide University Gliding Club Inc. adopt the development plan presented and monitor it as recommended below :
2. That any club project be considered in its compatibility with the DEVELOPMENT PLAN. That the project be either amended to conform with the plan, or if possible, the development plan itself be amended to accommodate the project proposed IF THIS CAN BE ACHIEVED WITHOUT LOSING OTHER OPPORTUNITIES FOR THE FUTURE.

PLEA FROM TREASURER: see the flight sheet, which is attached to the noticeboard. Try to maintain the same standard of legibility, organisation & accuracy in the flight sheets that you fill in.

NB New passenger rates are \$4.

PLEA FROM EDITORS: Could someone take a few notes on who was flying on the weekends, and briefly mention weather and operating conditions and noteworthy events. Articles would be appreciated! (Note how much of this issue is Emilis' work!). Paper clips not staples Please!

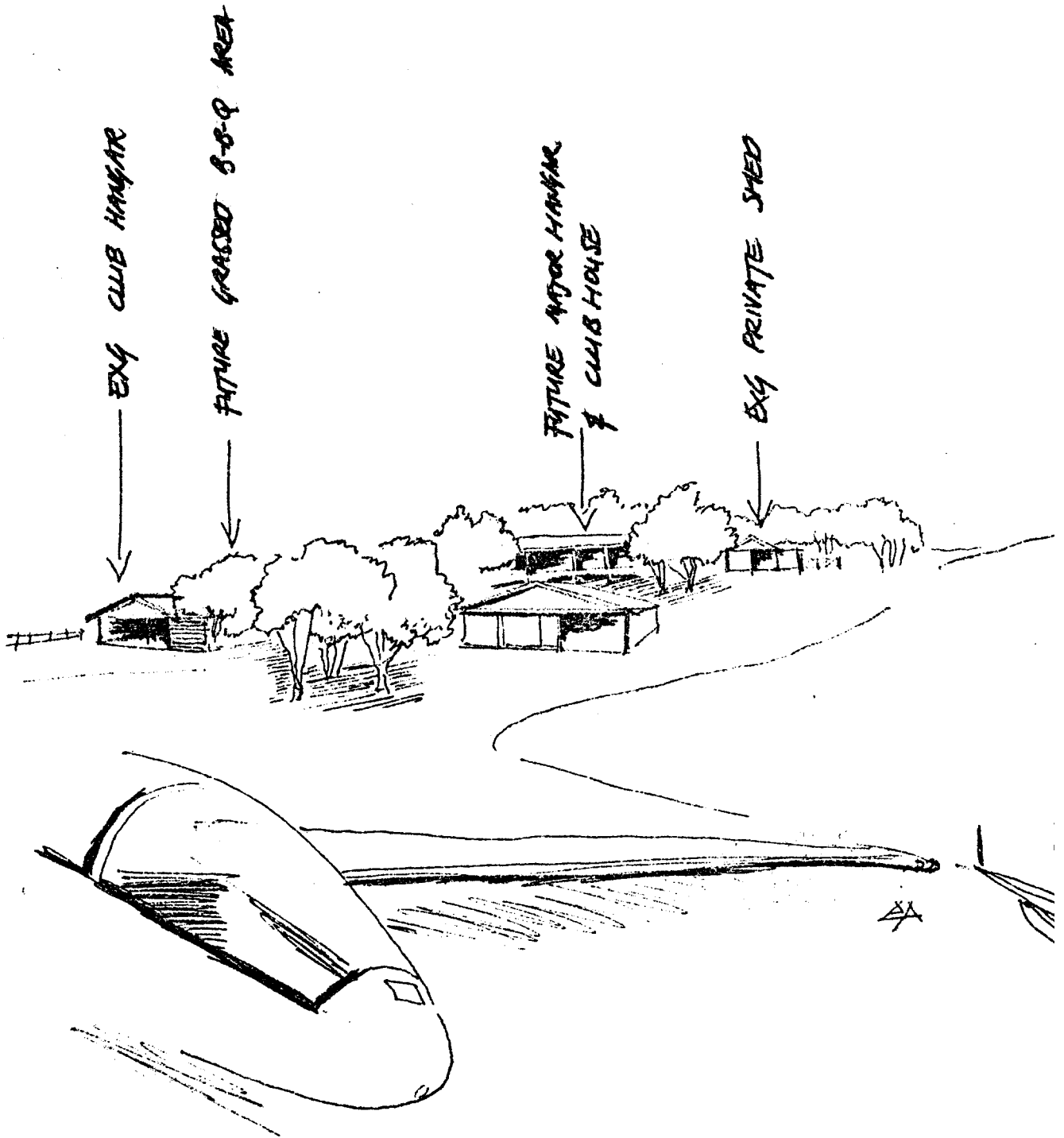
AIRFIELD IMPROVEMENTS

Over the last months, minor works have been carried out in the hangar area of the gliding field. Their purpose is two fold -

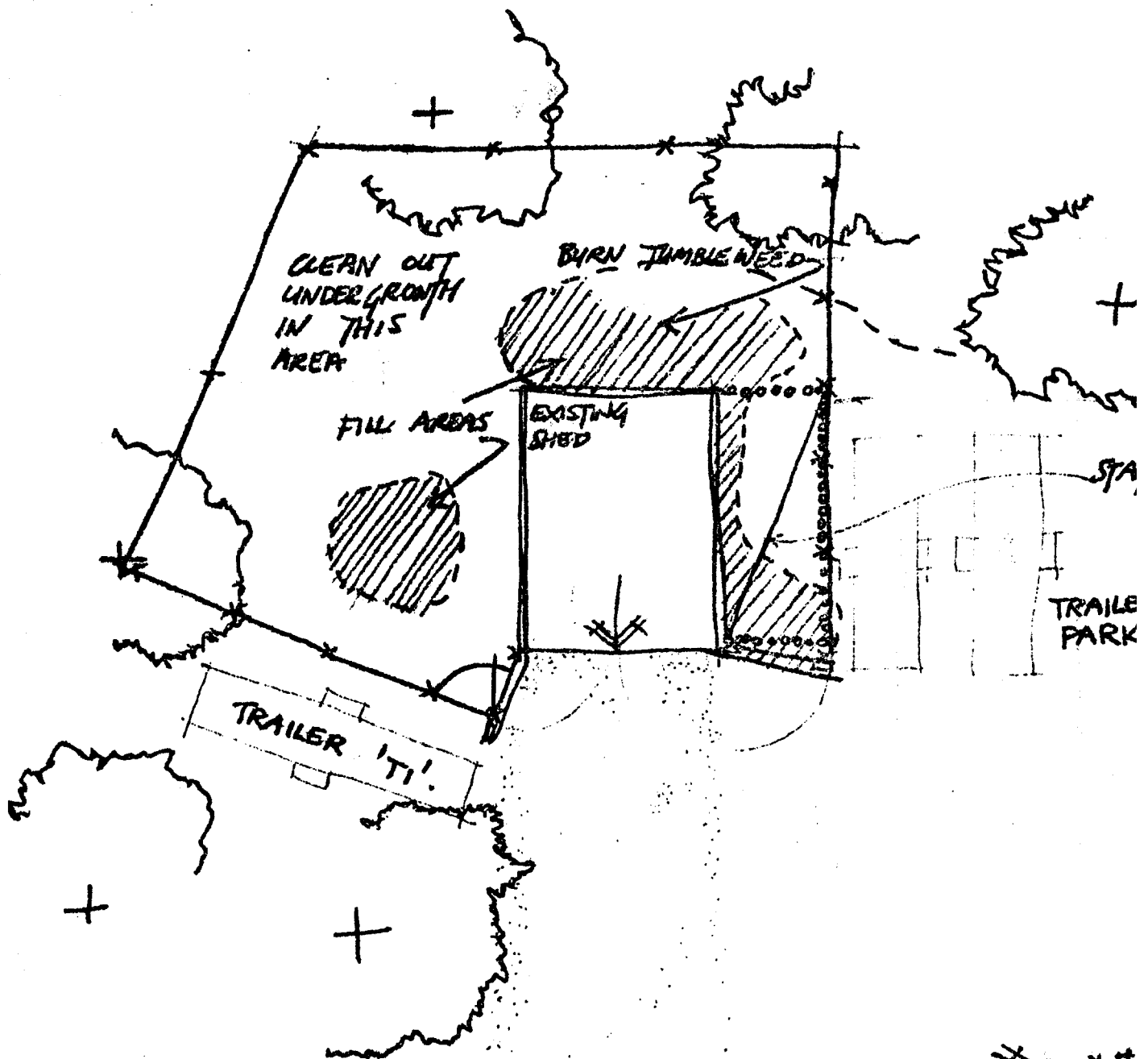
1. To define the movement areas of aircraft, cars and people consistent with future building plans. As a spin off this has permitted the definition of areas suitable for a planting programme about to get underway once winter sets in. This planting programme arose from erosion damage being created by wind and water around the hangars in the last two years. If not arrested now, this will become a major problem in years to come.
2. The spin off of all this work to minimise erosion and make the operating safer and better defined, has been to show up how we can, with a minimum of effort, both beautify and improve this tree covered area for both visitors and passengers brought to the field.

The improvements are naturally incomplete at this stage, and with members support to complete the following small jobs, our operating environment can be substantially improved.:

- A. Take down windsock, repair hose and reerect. Anticipated work time - 3 hours by 3 people.
- B. Clean out hangar and sweep floor 1 hour by 2 people.
- C. Collect rubbish on Arrow trailer and drive to tip. 1 hour by 2 people.
- D. Complete earthworks to drain water from hangar door and complete spreading dolomite. 2 weekends by lots of people.
- E. Lay a perimeter of tyres in the car/aircraft tiedown area ready for planting this winter 2 hours by 2 people.



FUTURE VIEW OF HANGARS
FROM SOUTHERN LAUNCH POINT.



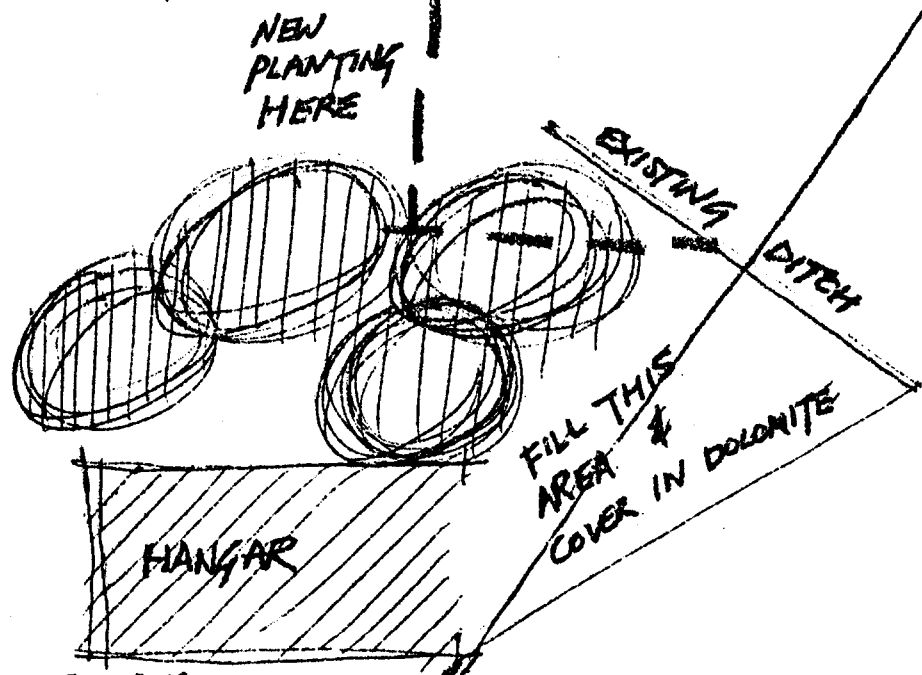
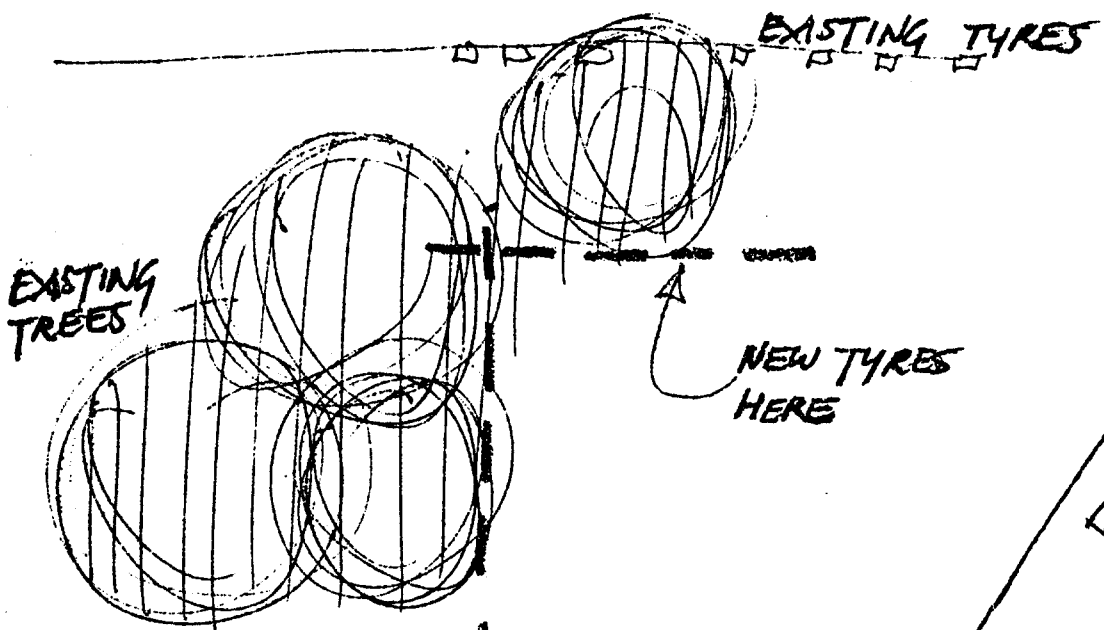
1. TUMBLE WEED BURN
2. FILL EROSION HOLLOWES
3. FENCE
4. PLANT GROUND COVER

N.T.S.

PRIVATE SHED

MICRO-DEVELOPMENT FOR
 EROSION CONTROL &
 MINIMUM MAINTENANCE

3.79



TRAILER AREA

NEW DITCH & TYRES

SHEEP PEN

FENCE

RUNWAY

TO GATE



FINAL GLIDES

mailis.

The SAA trophy tripped back to Gawler when late Cecco flew in, in a Cirrus. The following Sunday, Graeme Newcombe was going to fly down to Gawler in the Arrow to reclaim it. He got the relevant clearances by phone; and I decided to tag along in the Boomerang; its first outing since flying at Hornham, one month earlier.

Cross country flying is the pinnacle of solo flying; and as few members have the experience to enjoy cross country flying as yet, and quite a few are yet to even try it; this is intended as a record of the talking that goes on during the flight.

Oh well, here goes nothing.

Launch speed okay, back into full climb. 1,500 ft beaut. Lift weak; bugger, lost it. Lets try a tour of the local thermal sources; hill, trees, sand hill. Nothing. The arrow's landed. Better stay close to the field till I've got plenty of height.

Down to circuit height. Lets do it over that burnt off paddock. Yes, a four knot gust. Now, plenty of speed, high bank, stick with it; beaut, we're getting away.

Now look on track. Bugger - a big cloud shadow and cirrus over the course to be flown. I'm not going there.

(In passing, Graeme got away later, and headed off on track to glide into smooth air, and a landing at Whitwata).

I head 60 degrees off track, following sunshine and weak lift, although this extends the flight from 97km to 110km. Every thermal I stay a little longer, a little higher, listening to other planes and their joys and tribulations on the radio.

Have I got enough height to cross to the next cloud? What minimum height do I need to maintain? I decide on 5000ft (the cloud base is 4000ft, but airspace restricts me to 8000ft ceiling), 3000ft glide distance is reasonable.

At Mallala, the angle looks right, I radio Gawler, "Tango India, final glide" and soar off at 110.

Its 2-30 before I have the trophy in the locker of the Boomerang. Gawler, like Balaklava and Lochiel, is close to the sea. Problem: sea breeze is in, local pilots are doing circuits. Out over the Mount Lofty Ranges, clouds pop, the seaward edges deepening, showing the sea breeze pushing inland. Bugger.

Mike Valentine gives me a 4500ft aerotow out on track; all in smooth air. I get off and glide to Tarlee before hitting my first lift.

Help! There I am, way off course, 35km from takeoff and no turbulent air as yet.

Finally. I'll stick to this like glue. Back to 5000ft! Phew! I breathe again. Heart, you can stop pounding now. Why does that water-bottle always slip out of reach? God, my mouth is dry!

Ahead, the cloud sheet stretches north-east, further away from Lochiel, and that Cirrus is there again, the cloud sheet under it drying off.

Slowly working north, I keep further and further east to avoid the Cirrus cloud cover. At 8500ft at Miverton, its decision time.

Head off direct on track into a sure smooth sea breeze air, or head across the Cirrus shadow to some cumulus to the north.

I decide the former, and am gratified to watch the northern cloud dissolve in front of my eyes. But how far will 'Tango India' go? Back to best glide angle speed and wind speed. This means fly with the McCready ring on '0' and two fingers on the stick, slowly varying between 50 and 60mph with varying sink. I call Whitwata. Norma's friendly voice gives me the wind speed & direction. I declare Whitwata as my goal, but glide on direct path for Lochiel. Although at Whitwata I am 4000ft, home looks impossible, I could make it to the bitumen road, and hence an easy retrieve. I radio my intention. Norma promises to ring Lochiel.

I pass the silo at Mantawarra at 1800ft (choosing paddocks all the way Lochiel at 800ft, I went clear the ridge, but put down next to our access road. I land, peg down, walk back. Above, Kookaburra & Borian soar in lift over the field, only 2½ hours after it went dead out on track. Bugger.