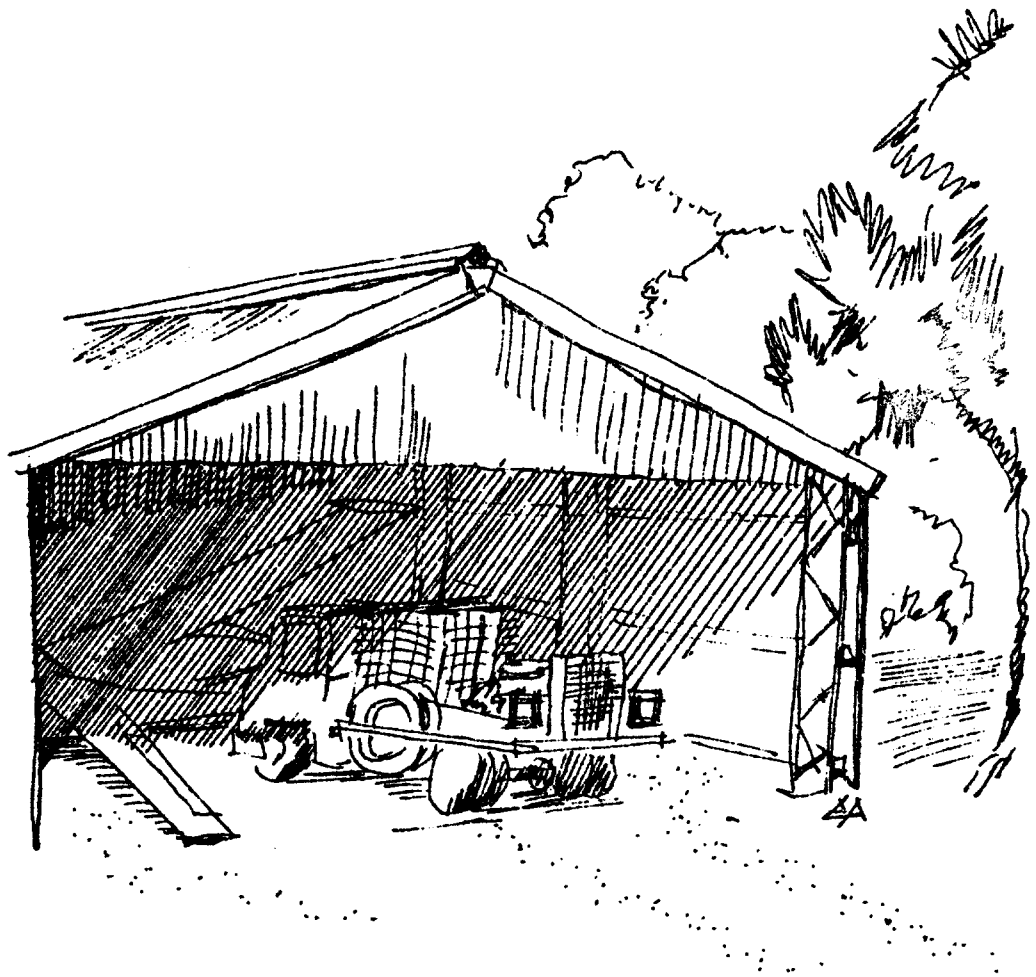


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un
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UNI GLIDER FLEET

Emilis Prelgauskas

The Uni club currently operates a Bocian & Arrow. At various times there have been suggestions that the club 'needs' a particular sailplane for its fleet, whether it be for ease of trailing, method of construction (F.R.P.) etc.

This is not club policy but rather my personal approach to examining the options. Most of you will be familiar with the concept of 'lateral thinking'. An approach which permits unusual and innovative solutions to have an equal chance against more conventional approaches.

I start with this overview-

The club will always consist of mainly low experience pilots. The club doesnot HAVE to supply sailplanes for all its pilots. After all, if you have aspirations of high performance flying, either buy your own or there are plenty of clubs long established who can supply hot ships (at a price).

conclusion- The club fleet should be-

- a) easy to fly aircraft
- b) low capital cost
- c) capable of maintenance by mainly inexperienced people

The current fleet achieves this. Only the Arrow has the following disadvantages-

- a) difficulty & susceptibility to damage in trailing.
- b) age demanding maintenance more frequently.

However with its suitability to the use it is put to, an advantage' handicap next season to help our competition pilots; its small operating costs; it is an aircraft the club should be reluctant to part with. Its costs us very little left sitting in the hangar.

So in my view, any fleet improvements could take the shape of a third aircraft.

The only problem is capital cost. A second hand Ka6 or similar is about \$5000; a new pirat is \$12000 & F.R.P., in addition to being expensive initially is difficult to fix if you haven't got a heated workshop with ventilator, mask, gloves & suitable tools.

So - Lateral thinking

What options (low cost) do we have long term to get another sailplane.

- A. Complete our own Buy a half built kit and finish it off. There is a 'Tern' at Murray Bridge in this category; possible purchase price \$2000. The only dilemma is the the unknown quantities of handling and workmanship.
- B. Build a kit Buy a set of plans or kit to construct it 'Dyster', 'HP-18', are designs that come to mind.
- C. Buy a prang Rebuild a wreck or mildly damaged airframe. Guy had his eye on a Ka6 in this category sometime ago.
- D. Design and build We have the expertise within and allied to the club to design either a sailplane based on an existing design or modifying a design we can get in 'C' above.

I personally would like to see us move in this direction for the future.

But others in the past 'poo-pooed' this approach & I guess will do so again. It will demand work and effort from us all.

ONLY 56 KM

As the weather patterns pass over, the residual cloud & heating limit the thermal strength on each consecutive day until at the end of the pressure system we're lucky if we can soar at all.

The day before this episode, the thermal had been going to 9,10, even 11,000', with some isolated Cu. on the 180km course. For a change, I had the Boomerang roaring; 80,90 mph between thermals, stopping for nothing less than 8 knot cores. A final glide from Warraknabeal to Horsham, made the next day's task seem anticlimatic.

The briefing announced weak lift and a strong inversion 'lid', reinforced by fast moving Cirrus cloud above. The task was set to the Murtoa research complex & return.

Eventually we were all launched, & wafted around the local area before starting.

"Start line, Tango India". It was getting late (by my standards), so I wafted through the gate at best L/D speed about 600' below best height.

"Tango India, good start". Just because they could read the letters on the tail, I was so low.

Waft on and on down 'to 1000', still no useable lift. Find a patch of 2 knots, round and round. Meanwhile "Yankee Tango, good start", "Zulu Victor, good start", etc, etc.

At 2000' the thermal gives out & I waft on, a Dart below on the left, the Yellow Canary above on the right.

We stop to work thermals, but they're tight, & lose strength at 2000'. At first I worry, but we're all down here, so what the hell, press on.

Into the turn, click, got the silo complex, lets' get out of here.

Down to 800', grind back up to 2000', drift back to the turn. This is no good, press off again.

Into a thermal, the Sparrow above, Toka below, both out climb me. The Ka6 passes me the way, the Goore & Sagitta go the other way- they'll have a tough trip this late in the day.

In one turn I can see the whole course & the 15 sports class gliders on it.

At the radio tower, the Foka & Ka6 hit final glide. I do 2 more turns in lift & follow them in.

2000' for 9km, it looks horribly flat. But the runway length stretches out behind track, the finish line at other end.

The Foka & Ka6 look on glide slope, so I press on, lower, lower, adrenalin going chug, chug.

Past the Ka6, watching his glide angle at an extra 10 knots, up behind the Ka6, we whistle in at ground level & 80; & taxi up the 4000' strip to the tie-down area.

The sort of day I would'nt even have unpacked Tango India at home, but here we average near 60kph. The top 10 place getters went even faster.

Emilis



"EXCUSE ME I'D LIKE TO REPORT AN OVERSTRESS!!"

SPORTS CLASS

Due to the rapid resurgence at competitions of Sports Class entries, a feeling among competitors developed in 1978, that the class was not being operated under ideal conditions.

This culminated at Horsham in February with a pilots meeting at which an informal coordinating body was formed.

Tentatively formed as the 'Sports Sailplane Racing Association', its coordinator is Tony Duncombe of Adelaide Soaring Club. The association is open to views by all pilots of Sports Class sailplanes.

The associations current views are to-

*Promote the class to include sailplanes between Kingfisher and Astir Jeans.

*Promote all designs by scoring flights with a handicap factor to each design.

*Develop a calendar of competition venues, which include decentralised state venues, a state competition and an eventual national competition.

If you have any ideas, the association would like them.

VISITING OTHER CLUBS

During the summer, the slowing in club operations combine with the network of regattas which comprise the State Competition.

This gives a group of us a chance to visit another type of operation where we are served and are not the organisers of the flying. In turn we should, at least once a year, hold a regatta of our own to say thank you.

Last year we held our 'Rat Bag Regatta' in April, but this year looks like being too busy. It has been suggested that September will be a suitable time as it coincides with the end of the second term and the traditional week camp during that vacation.

Does anyone have a specific preference for a weekend in that period?

Happy Hour

+ I wonder who was being talked about when in a conversation, one pilot said to the other -

"He's not air-minded; he's air-brained"

+ One member talking to the CFI -

"I'm afraid I won't be able to make it out to the field until the afternoon, I'm getting married in the morning"

+ First reactions around the small hangar -

About the fence - "Building an empire?"
About the tyres - "Help its the Loch Ness Monster"
About the phone booth - "Do they sell ice-cream too?"
About the planting area - "When's the slate path going in?"

WHERE DO THE FLIGHT SHEETS GO ?

I write this as once more I try to sift through the assorted nonsense scrawled up down; round about and all over the back of a flight sheet (please excuse the tone its 12-45 am). So that people understand what happens to the flight sheets- will it help them to become neater? - I've produced this.

1. You fill it in nice & neatly.
2. Your aim when filling the sheet out is to make total I = Total 2
3. Then via means that amaze me but include
 1. Carrier pigeon
 2. Via Graham Parkers car (Salubrious)
 3. Via pigeon hole
 4. Post
 5. Via assistant treas. Kate.

The flight sheets reach me. Sometimes the cash collected does also.

4. I record-times in aircraft log books
 - money, account, transactions, income earned by various club facilities
 - We really do keep books. Hard to believe isn't it.
5. Flight sheets pass to Michael Dachesty who records attendance.
6. They end thier lives in our locker is Sports Association room. So if you want old flight times, etc. thats the place.

All this is leading up to;

More recommendations on filling in flight sheets.

1. Make the book neat please.
2. If untidy have a neat little corner where a balanced summary is presented.
3. If the daily statistics sheet gets going, make it a Second draft; all nice, neat and legible.
4. Put your name on the damn thing.
 - Did Joe Bloggs pay that \$3?
 - Theres \$10 extra money, where did that come from?
 - Theres \$10 less money, where did that go?

etc, etc.

How the hell do I know who to ask if the phantom scrawler filled in the flight sheets.

5. Record people who didn't pay as well as those who did.
6. Make sure cash collected= cash accounted for on sheet. Then pass cash to Katherine or me.
7. Finally, pretend that a blind idiot who cannot up has to fathom out flight sheets (it's true) and so make them as nice (what a nice word) as possible.

GOD DAMN IT PLEASE!!!!

Gee I got a bit carried away then. So I better say some good things. Thanks to assistant treasurer Kate for comprehensive flight sheets. I don't know any others-NO NAMES!

THINK BIG

In 1977, when we first began putting in effort and erecting buildings at Lochiel, a 'development plan' was privately drawn up for the gliding field.

Why have a 'development plan'?

Primarily, so that everyone can be reasonably confident that once something is put up, it will never have to be pulled down to make way for something else. (It may however have to be pulled down at the end of its useful life. For instance, our first 'toilet!')

So, a 'development plan' is not "what must be built where"; but rather an attempt to say - "Don't build there now; we'll need that area later for something else".

The 'development plan' tries to say what has particular needs that have to be located where.

As the attached sketch shows, from the very beginning, buildings have been placed where they will do the least harm in any future expansion.

Hangars have been put where they do not rob a future possibly massive sized shed of the prime location for that type of building.

We haven't built anything at the trees at the runway edge as this area lends itself to be grassed over for visitor's bar-b-q's.

And there is always plenty of room further away from the runway for future club rooms, workshops and caravan or cabin accommodation.

None of these need direct access to a runway area.

Pie in the sky? To be thinking of the day that we have all mod cons? Not necessarily.

Our closest neighbouring gliding club, with a similar amount of flying activity apparently boasts-

- 2 club hangars
- 2 private hangars
- clubhouse
- bunkhouse
- 40 site caravan park

And because they developed it all piecemeal, they now find that everything is hunched up along the runway, while 20 acres further back is unused.

So, I hope that the club will avoid this itself, by our members continuing to develop the airfield facilities-always keeping in mind that room must be left for future expansion.

Sunday May 6

Attendance at field - Instructors 3, Solo pilots 3, Pupils 4.

Aircraft flown - Bocian, Arrow.

Weather - Overcast, strong S-E wind.

Minimum crew was left on field at all times, 5 people were around hangar, varying during the day so everyone got to fly.

Flying - Ridge lift on east face of hill part of the day.
Some cloud lift.

Projects - Hangar downpipes completed.
Hangar storage area substantially complete & hangar cleared out.
Arrow Damage in tail partially repaired.
Drainage ditch at hangar substantially completed.
Kookabura 20 yearly progressing.
Piccart painted.

Sunday May 13

In addition to continued flying, the pre-exam period has seen club members completing various projects at Lochiel.

Brenton brought up & attached his mark I windsock. Don's paint got used on the telephone box. Chris, John & Thin dug a diversion trench at the hangar. This permitted the runway edge at the hangar to be marked ready for planting.

Roman & Dave continued the practise of finishing flying in the Arrow at 4pm, to put it in the hangar & do a couple of hours rubbing and filling on it.

People who have worked on the Kookabura so far include - Greg, Chris, John, Thin; and the day's crew who took turns between hangar and launch point.

Derigging work is now down to removing the more stubborn areas of covering over the plywood, & removing the more stubborn of the wing fittings

May 19 - 21

The long weekend was another step forward in the projects Dept' for the club.

The first batch of 30 trees, shrubs & ground cover arrived on the field & were duly ceremoniously buried.

The door track was dug access area dolomited ("not dynamited, door"). Kookabura centre section almost completely stripped its floor, windows & some fittings disassembled.

The petrol tank was shifted (again) and painted.

In addition both Bocian & Arrow flew each day, with up to II pupils on field. And the hangar doors materials arrived on field and fabrication was begun. Brenton hung his mark II windsock, then hung it again. And Kym's winch rollers went into action; the weaker variety being destroyed again within the period.

What a silly title but I'm sure you'll agree After you read the story.

Emilis in the Boomerang, GP & Greg Fulton in the Bocian and Dave Ellis in N^o were on the ridge in roaring Westerlies. Kate, Rosemary (who is indeed is Roserary) & I were on the ground wondering whether they'd come down before or after sunset.

Then Dave Ellis Appeared. My hopes that he'd landed to let me have a flight were dashed when he mentioned that the rain and cloud fast approaching from the west looked somewhat impenetrable.

So we waited. Very soon ridge & airfield covered in cloud from about 200 - 300 ft up. Much rain, but no other gliders.

MM! ; worry !!; Oh well can't do anything until after it clears (I mean they could be anywhere :) Tho apparently some parties; I'm sure you can guess who; thought we took too long.

12:00 Rain and cloud clears. My turn in the Arrow. I take off on a scout mission - to look for bits ? Unfortunately the northern end of the ridge was still cloud covered & I had to dodge a few white bits of sky on the southern end. But I had a good view of the salt lake side of the ridge & they were'nt there. I suspect that they're north but can't see.

Just as I begin to fly to airfield to report my findings (or lack of) I see Boomerang in paddock about level with northern end of ridge No sign of Bocian.

So I report my findings on the airfield, Meanwhile Chris from Balak and two passengers had arrived. It was decided to take Emilis' van and trailer & club winch (for Bocian which has no trailer) on the 6 + mile trip. Those lucky visitors ! So, it still being my turn to fly I take off into the wild white yonder again.

This time I see Bocian in the same field as the Boomerang. No people. They must be walking ! Ah, there they are nearly back at the airfield climbing into Emilis' van. Lets follow them.

1:00 Van & trailer arrive at paddock. I fly around overhead at 1000 - 1200ft, just 5 seconds from ridge lift if needed.

Ha, tracks behind the van get deeper; Ha ! van is bogged. Trailer unhooked & van driven to corner. Trailer man handled back to edge of field. What a sight.

MMM! wonder where the winch is. So back up to the other end of the ridge at 80mph. Winch at cross-strip with car and several people clamouring over back. Oh dear how will the Bocian get back I nearly died laughing.

Meanwhile back at the bog (5 minutes (?) flight). The boomerang was being taken apart bit by bit and carted to the trailer about 200 yds away. Those lucky visitors.

Another quick flight to airfield & the winch has not moved. I repeated this sequence several times and found it amusing (I'm sure the other people involved in the story don't think so) That I had a good overview of the situation - the people at the winch didn't know I'd found the Bocian. The people at the Bocian didn't know what the winch was doing. Both lots probably fuming.

I pass the hour mark of my flight. Ha, there goes the winch. I follow it up the road flying as slowly as possible but still leave it far behind !!

It arrives at field; & promptly gets bogged several times itself.

I fly around serenely (?) overhead, there is some lift over the paddock. Is it cloud lift or the hot air? Winch eventually parked in corner & Bocian man-handled back as far as possible- not far! But far enough to make for an interesting launch.

I vacate the immediate vicinity.

Then the Bocian took off at just about 90° to the ground. Talk about pole - bending; MUST BE Emilis !! Just to make things interesting the cable broke, but Bocian made it to ridge easily.

Inside I see Graham Parker. We had an excellent flight together along the ridge but thats another story. Suffice it to say that a jeep load of people on top of the ridge had an interesting time

MEANWHILE- Boomerang's still being disassembled 3hrs after take off I land having been aloof from the cares of the world (and I mean cares) for that period of time. And at the same time having a tragi-comedy played right before my eyes. AND I'd only gone up to drive the winch. I laughed till I cried (not really) Anyway everyone got a good flight in the END. So:

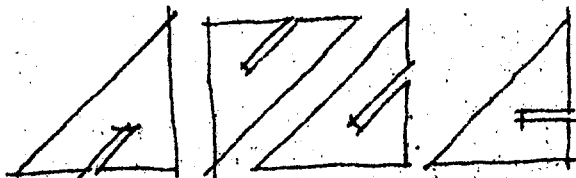
- (1) When flying on the ridge look out for weather- I've been caught up there once & it wasn't pleasant.
- (2) Get into an aircraft at the first sign of trouble and stay in it !!
- (3) Go to the field on your winch driving days and you'll never know what may happen !!

GN. END

SOLO: Congratulations to Don Heirn who soloed on Saturday 25th May

WHO'S NEXT ?

*GLIDER PILOT'S
EYE TEST :*



CAN YOU READ THIS ?

The article below comes from the 'Whitwarta Whisper' of the Balaklava Gliding Club. What it has to say, should equally be of value to our own members.

A comment is made in the text about an attempt to form a state-wide newsletter. Quite accurately, it is noted that it has a place in protecting the interests of gliding. As is noted also; at the time Emilis found that creating a new club entity would promote state wide initiatives more effectively than by working to add components to an established state framework.

THE S.A. GLIDING ASSOCIATION

Leigh Hunting
Balaklava state delegate.

I am sure that most club members, even many of long standing, are little aware of what the S.A.G.A. really is, what it stands for, what it does, and what the benefits of the organisation are.

The South Australian Gliding Association is the collective voice of gliding clubs in South Australia. In many ways it may be considered similar to a trade union where the clubs, and thus the individual club members, are members of this union which endeavours to get a good deal for glider guiders in S.A., and look after your interests in the sport.

Of course, S.A.G.A. is a part of the Gliding Federation of Australia which control gliding THROUGH DELEGATED AUTHORITY from the Department of Transport. The significance of this is that we are exempt from many of the regulations imposed on power pilots.

Thus SAGA and GFA stand for the FREEDOM of glider pilots (providing that appropriate standards of airworthiness and airmanship are maintained by GFA at the standard expected by DoT).

The people making up the representatives and officers of the SAGA, are those glider pilots who can see further than whether they can bother to turn up and fly, and who don't wish to see ever encroaching beauracracy squeeze us out of existence. Each club has two delegates at SAGA meetings.

What does SAGA do? It is basically involved with those things which allow us to operate outside DoT interference- to fight for our right to fly; to organise the competition scene so that it maintains uniformity state-wide; to attempt to obtain a share in any money the State hands out to sporting organisations; and to maintain the needs of the SA pilots within the GFA organisation.

So, in summary, the SAGA is involved in -

- 1 Instructor and airworthiness inspector training
- 2 airworthiness
- 3 airspace
- 4 competitions
- 5 finance
- 6 state interests (eg Incorporation proposals of GFA)

Discussion of these points might be in order to help those of you who feel SAGA is some vague bunch of 'old boys' of doubtful value to the average club member.

1 Training

From the \$19 a year you pay to maintain the organisation of GFA and SAGA, the state association receives money (based on budgets prepared by the state treasurer) which is used to finance schools to train instructors who teach you to fly and keep you flying to safe standards, as well as train aircraft inspectors who maintain the aircraft you fly, so that you don't break your neck.

These schools are run by state officers in operations and airworthiness who do them in their own time on holidays without any personal recompense. These training schools are a large part of the delegation that DoT has given to GFA (and therefore SAGA), where glider pilots can look after their own interests in these respects.

If this were not so; gliding would have a comparable cost to power flying as is the case in the USA. A sailplane and power pilot's license follow the same procedure there, a US power pilot can have his license endorsed for sailplane and sailplane instructor ratings.

2 Airworthiness

The fact that club members can do maintenance and repairs on their own aircraft is another very important aspect of this freedom from DoT I keep talking about. Considering that Dean Hill and Peter Goodale can do major repairs on the Blaniks they rebuilt without being certificated by a federally licensed aircraft engineer is a big achievement. Even the ultralight aircraft builders have their aircraft inspected at several stages of construction by a L.A.M.B.

Thus the responsibility of maintaining safe aircraft is pretty awesome and standards must be kept high or this would be the first area DoT would walk into and say "Thanks, we'll have it back". The thought of DoT telling us how to look after wood and glass aircraft when few people in that organisation have ever seen one would make the L.A.M.B. happy.

3 Airspace

This is a very toughy subject indeed. There are those people in DoT, RAAF, and commercial aviation who would sooner see all gliders grounded forever. We are a nuisance and a thorn in their foot. I don't mean that this is an idle threat to our existence.

For example, a short while ago gliding in SA might have had to be radically changed. Were it not for the intervention of SAGA's airspace officer, Alan Bradley, you would now have to have a flight operator's license and be in radio contact with DoT at all times above 5000' as well as submitting an official flight plan for each cross country flight. Alan had to do some pretty fast work among those he has gotten to know in DoT. The rapport he has built up, stood in good stead to get those conditions waived for glider pilots in SA. Subsequently submissions by GFA made it national. Our freedom is still basically maintained.

It would be a sad day for all of us if Alan was not the tireless unthanked worker he is on airspace matters and that work benefits every one of us.

On a couple of other occasions clubs with airspace problems have gone direct to DoT and stirred the pots with results that might have been unfortunate for us if Alan had not heard about it at the last moment, stepped in and calmed the waters.

The airspace problem is with DoT and RAAF trying to throw rolls of barbed wire around every cubic Km of air they can lay their hands on.

It is an extremely sensitive topic, and all airspace matters must go through Alan who has established the right connections with the powers that be. Amateurs who take matters into their own hands, even if they feel they are doing the right thing, will foul it up for the rest of us because of the type of people that may be found within DoT and our already precarious existence.

4 Finance

Occasionally the State Government sees fit to find money to give away to sporting organisations. Unfortunately, gliding is not a household word like football, chess and geegoes, so gliding clubs out in the mulga generally don't benefit when making an application for a share of the funds. However, it seems government does take some notice of SAGA and has received some money toward training schools and assisting with travel expenses to get pilots to the Nationals.

5 Competitions

With the present emphasis on competition as the main reason for spending lavish amounts on plastic planes, the result of much work by SAGA has been a standard set of rules for all regattas. This has resulted in a hefty push to the competition scene by well known and patronised competition venues. This work has kept abreast of all nationwide competitions. In this way each regatta, instead of being forgotten about the moment it finishes, has become a part of a spread out State contest in which the atmosphere of competition spreads from one venue to the next. The benefits of this style of competition are reflected by the results of the last nationals.

In addition, the SAGA is behind much of the organisation of each National and World contest held in this state.

6 State Interests

These vary from time to time, but usually involve either representation to State Government or GFA on matters which, it is felt, affect you as a pilot in this state.

The one prominent and important matter that sticks in our gullet at the moment concerns the GFA Incorporation. I'm sure most club members don't appear to be aware in the matter which rivals Egyptian-Israeli peace negotiations in behind-the-scenes meetings, arguments and midnight oil burning by the executive and assistants in SAGA.

As an aside, it is unfortunate that the SAGA Newsletter never got off the ground. In a case like this, it would have been of vital importance in keeping you informed of developments which is eventually going to cost you if SAGA can't manage the compromise it seeks.

Incidentally, the Editor-to-be of the Newsletter decided to build a gliding club instead, and no one rash enough to be in the hot-seat has come forward.

Anyway, Incorporation of GFA is an idea which SAGA fully supports, is to give GFA a legal standing, so that officers can carry out their job and cannot be personally sued should someone get upset.

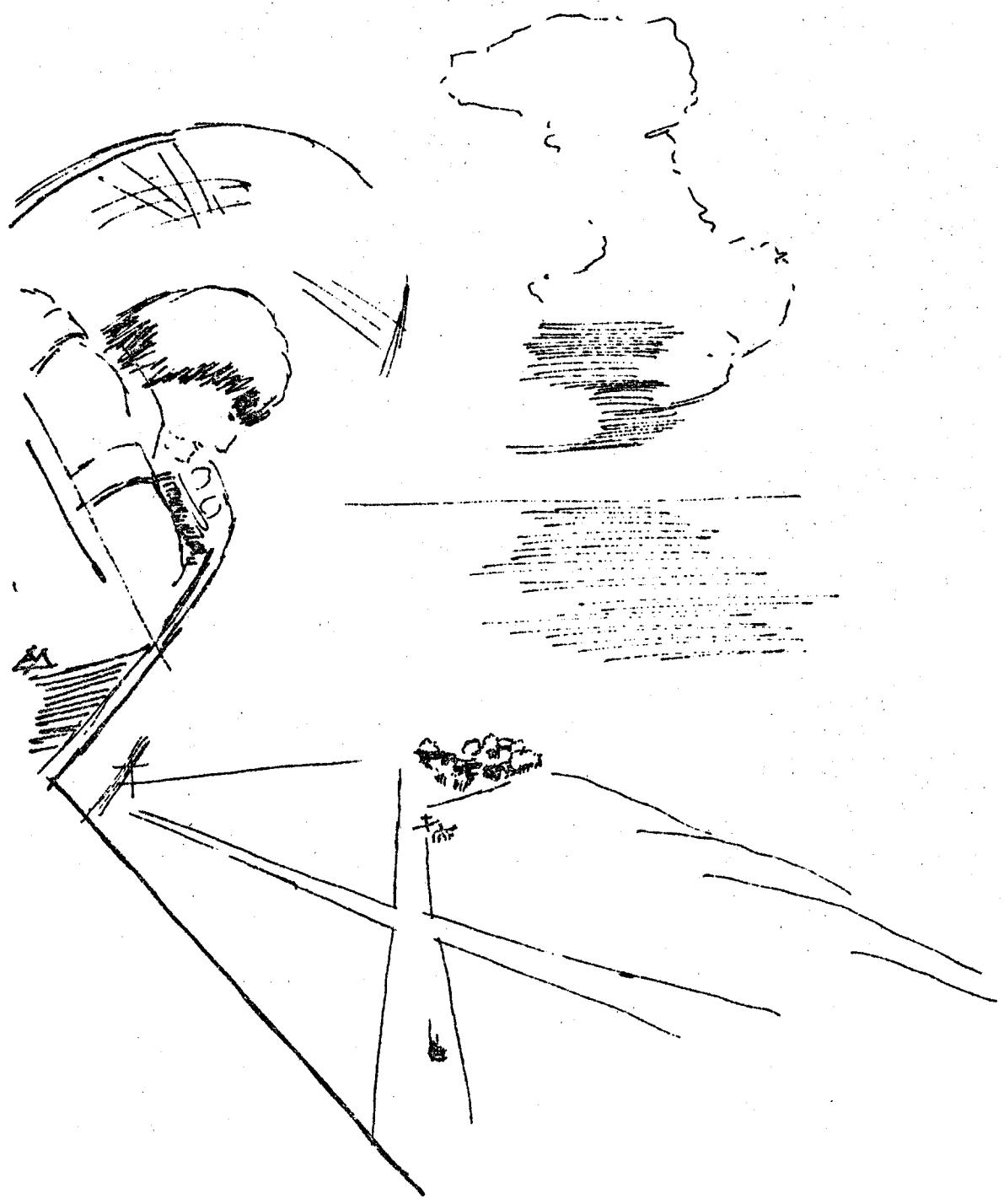
What was suggested as legally the 'tidiest' is to make you a shareholder of GFA Inc.. Clubs and State Associations would lose their identity, which as far as negotiating with State governments and bodies is bad news. These organisations appear to respond to a state based gliding body. Rather than a voice on the phone or a signature on a letter from a distant centralised part of the country.

The chief difficulty is that SAGA has had trouble with the legal advisers, who originally drew up the Articles of Incorporation, and don't want all their work chucked out by a mob of crow eaters.

Thus the legal advisors are treating this business like a full blown court room murder case. However, if negotiations go on, and we lose, and what is proposed is unworkable, we can always say- "We told you so".

Thus there is more to SAGA than sitting around a table once each 3 months talking of the good old days. Instead, its a number of people putting an immense amount of work in their own time and out of their own pocket just so that you can think about getting up to the field this weekend.

If any of you h ve any interest or even curiosity you are welcome to sit in on meetings. The next one is at Gawler on Saturday 26th May.



ANOTHER VIEW OF SAGA

Emilia

The preceding article by Leigh Bunting is obviously written by an enthusiast in favour of the existing structure of the State Association. I suggested it to the newsletter team, as it says quite a few valid things. However, it also leaves out quite a few of the failures of the State Association.

While Leigh would like you to be aware of the successes of the SAGA and its value for you to get involved; I instead would like to point out its weaknesses; possibly to encourage you to get involved to make the State Association better than it is now.

First, you may notice that the whole of Leigh's description is involved in watchdog operations, rather than initiative work. This aspect is what has resulted in SAGA being called the 'grey haired men of gliding'. As you will have seen about the Uni club, it is a mixture of day-to-day normal activities and new lets-have-a-bash activities. It is the latter which keep the club vibrant and progressing.

The SAGA has from time to time been approached to support some new initiative only to find insufficient manpower, moral and practical support to make it a goer. The State newsletter was one.

In the areas which Leigh describes, there are several more examples; whether relevant or not is up to you to decide:

Airspace

The officer's position is ostensibly Airfields and Airspace; a fairly sensible clustering. Unfortunately, the State Association doesn't have a policy of growth for the sport, where new clubs may form, what airspace may be needed by them.

So, in effect, the Association waits to be threatened rather than going out to suggest that areas of airspace should be retained for the growth of gliding. And remember that gliding is only one of 7 other aviation sports which are growing too, and need airspace. In fact, the State Association has a policy of keeping apart from other sport forms, rather than joining them to get extra lobby power in the fight for airspace.

The whole thing becomes a rearguard action; not the recipe for successful combat. What the State Association needs is more involved people with a relevant academic and practical background.

Leigh praises the actions of Alan Bradley. But he's only one bloke, he takes holidays outside S.A., and with the lack of SAGA guidance; he may be unavailable or be unsure of how to proceed. And ask Tony Kiek what he thinks in view of the Macchi incident. And I've contacted DoT direct; having to leave copies of correspondence with Alan Bradley's secretary until his return from interstate some weeks later. I wonder what would happen if

Finance

Several initiative oriented people work, or have worked in government. They are aware of the most likely ways money could successfully be raised from Dept. of Tourism, Recreation and Sport. It usually involves picking the right subject area, putting in a submission yourself rather than waiting till asked, and having some money to put in yourself.

Unfortunately, SAGA doesn't have a 'slush' fund in its budget for new things. Neither does it have any spare manpower to run a new activity should an application succeed.

Some time ago, SAGA was approached to present a proposal for 'Junior coaching' funding. It involved using normal club instructors and facilities to run weekend or week long training camps for youngsters with state government funds. In effect it was doing what the Uni club started with the All Cadets on a reasonable scale. The State Association found itself unable to pursue this line of thought.

And people wonder why I went out on a limb to start a gliding club from scratch, free of the limitations elsewhere in the system.

Competitions

While the system panders to the powerful elements in the sport (those people with expensive machinery); Sports class was left neglected.

The result is that the resurgence is not SAGA originated, but a grass roots movement which needs a separate Association to stir the established organisation into tacit acceptance of absolutely necessary reorganisation.

State Interests

Ask many of our older members who used to take turns to go to the SAGA meetings (yawn). Being essentially administrative has resulted in meetings being dull, long winded and often lacking direction. Compare the Uni club meetings which can usually be compressed into 1½ hours intentionally pressing through essential business defined before hand.

Perhaps what is needed, is a few more people to get involved in SAGA with axes to grind. This could result in a state association which more effectively meets the needs of the Pilots in S.A.

READ SOMEWHERE

Lord

Give me the serenity to accept what I cannot change

The courage to fight to change what I can,

& the wisdom to know the difference.

Who cares who wrote
it , its true.

COMMENTS FROM CFI.

Congratulations to Don Hein for soloing on 26th May, 1979 - a reward for consistent attendance, effort and flying performance.

The new intake of members for 1979 has included some very willing workers, especially Kym Bennett who has put in alot of effort on V8 winch maintenance. Brenton Minck, Don Hein, Chris Markovitch, John, and ThinSiew all contributed to jobs around the place. The "older" members have rallied and Tim Dodd especially deserves a mention for his work on the hangar, with Peter Ashenden.

The rainy periods in May restricted flying activity somewhat, and alot of work has been done around the field. The club policy of giving free flying to members who do alot of work is still in vogue I believe.

The Adelaide Soaring Club visit on 2nd and 3rd June was a great success. We did 58 launches on the Saturday and 68 on the Sunday, breaking the club records which stood at about 45 launches. All ASC pilots had at least 7 launches and four were soloed, namely Bob Irvine, Steve Terrell, Chris News and Dennis - Peter Cesco and Fred Foord both converted to the AUGC arrow. It was conspicuous that the ASC K13 was ready for the first launch at 7.55 a.m. on the Sunday. ASC ground crews showed good teamwork and willingness to manhandle aircraft on the ground, and several ended up with stiff backs and legs. Our AUGC members tended to congregate around the pie cart at times which became very obvious on Sunday afternoon. When I approached one of our members (who had been sitting in a car most of the day) to help retrieve a glider, the reply was "do I have to?". In such a case the instructor immediately thinks "you get zero priority".

On the same day, another pilot appeared to have made rapid regression in flying standard, and when I asked him if he was feeling OK he told me that he had a very heavy night and didn't get to bed until 5.30 a.m. I suggest that if this situation ever applies to you, that you stay in bed and don't waste the instructors time or deprive your mates of extra flights.

Several instructors have commented to me about "wrong attitude" of their student pilots, who don't find anything important enough about flying to do it well. e.g. pre-takeoff and landing checks. Pilots should know their checks thoroughly by their 4th or 5th flight, and say them out precisely, loud and clear. No glider pilot can expect to progress unless these details become automatic. Another example is in the use of trim, which is taught very early in the sequence of instruction. Pilots who just don't bother to set trim properly will find balanced flying more difficult and strenuous, and will make slow progress. Another automatic routine is to check the ballast weights before you get into the glider. Not too many pilots are doing this,

and so don't be surprised if, when you're nicely harnessed up, the instructor asks you to get out and do it all over again.

A Daily Inspectors course is being planned at ASC Gawler in June/July and at present only one AUGC pilot has put their name down on the list in the Sports Assn. We have at least 4 pilots eligible to go, so let's see some more interest. A solo pilot must be able to D.I. his aircraft, how else will he know if it is properly rigged, structurally sound, and ready to fly.

The winch launching lecture at ASC on Sat. 26th May was well attended by ASC pilots, but nobody from AUGC showed up except instructors Neil and Tony. I was hoping for some response from you trainees, hence my note in the last AUGC newsletter. Once again you have missed out and your training will therefore take longer. A set of notes was prepared and if you want a copy see me.

Winch drivers remember to warm up the motor before attempting to launch a glider, or foul ups will inevitably result. Before the first launch of the day, the V8 needs at least 10 minutes running to warm up.

Instructors are aware that many pilots are arriving on field after 9 a.m., which leaves all the pre-flight preparation to a small few. We've heard all the excuses before, but basically it's due to two things, not getting out of bed early enough, and not organising rides properly. The result is that the first launch is invariably after 10.30 a.m. - we're just wasting good flying time. Pilots should be aware that an instructional sequence requires a minimum of three flights, and preferably 5. A personal daily total of 6-8 launches is desirable if you want to make any sort of progress. I suggest two possible solutions to this late start problem:

- (1) That all pilots are required to be on field by 7.30 a.m., no excuses.
- (2) That we reorganise the pick-up scheme as follows: One pick-up at Bonython Hall at say, 6.45 a.m., and then all vehicles proceed to the Golden Fleece service station, Bolivar, by 7.15 a.m. At Bolivar we can arrange which cars are going up to Lochiel, and who is going with who. We will then have a tea arriving at Lochiel by 8.45 a.m. and launching should start before 9.30 a.m. Latecomers to Bolivar can be informed of the situation by an appropriate note left on one of the cars, and, on arriving at the airfield, could expect to wait until all the earlybirds had had at least 4 flights. (This might induce the latecomers to go home to bed, which would suit the earlybirds just fine. Those arriving at Bolivar before 7.15 a.m. would have time for coffee, buy some lunch and petrol, and talk about the weather.

I hope we get a chance to talk about these schemes at the next club meet on Wednesday June 13th, 7.30 p.m. Instructors meet 6.45 p.m. same place that nite.

Tony.K.

CHIT - CHAT

After gliding along the second leg of the race from Owen to Kapunda without hitting one thermal big enough to work; this exchange is heard over the radio between our two heroes-

"I think this one's worth having!"

"About @\$!?!? time!"

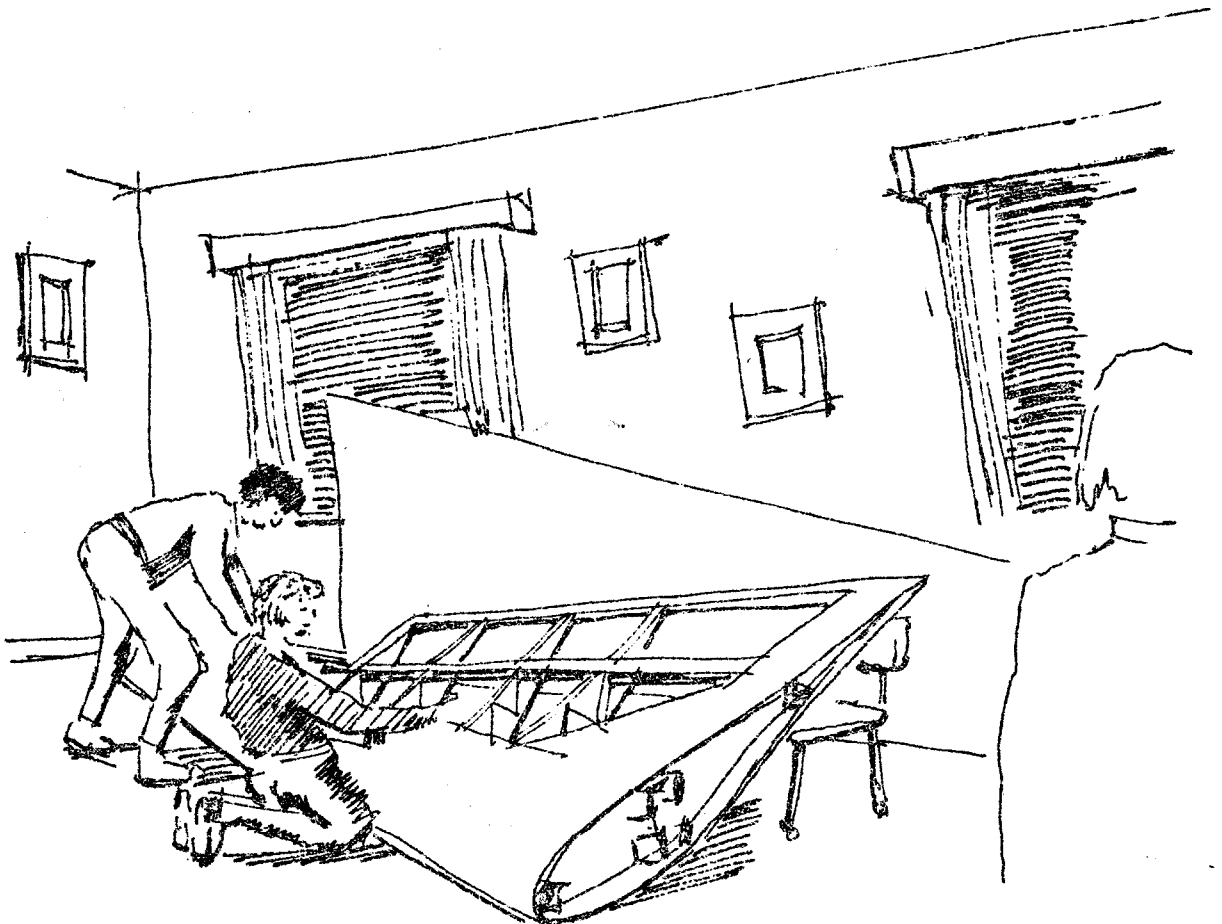
Meanwhile, the high performance ships are trying to find a firm point which no longer has its silo -

Pilot A. "Do you reckon its where the circles are in the paddock?"

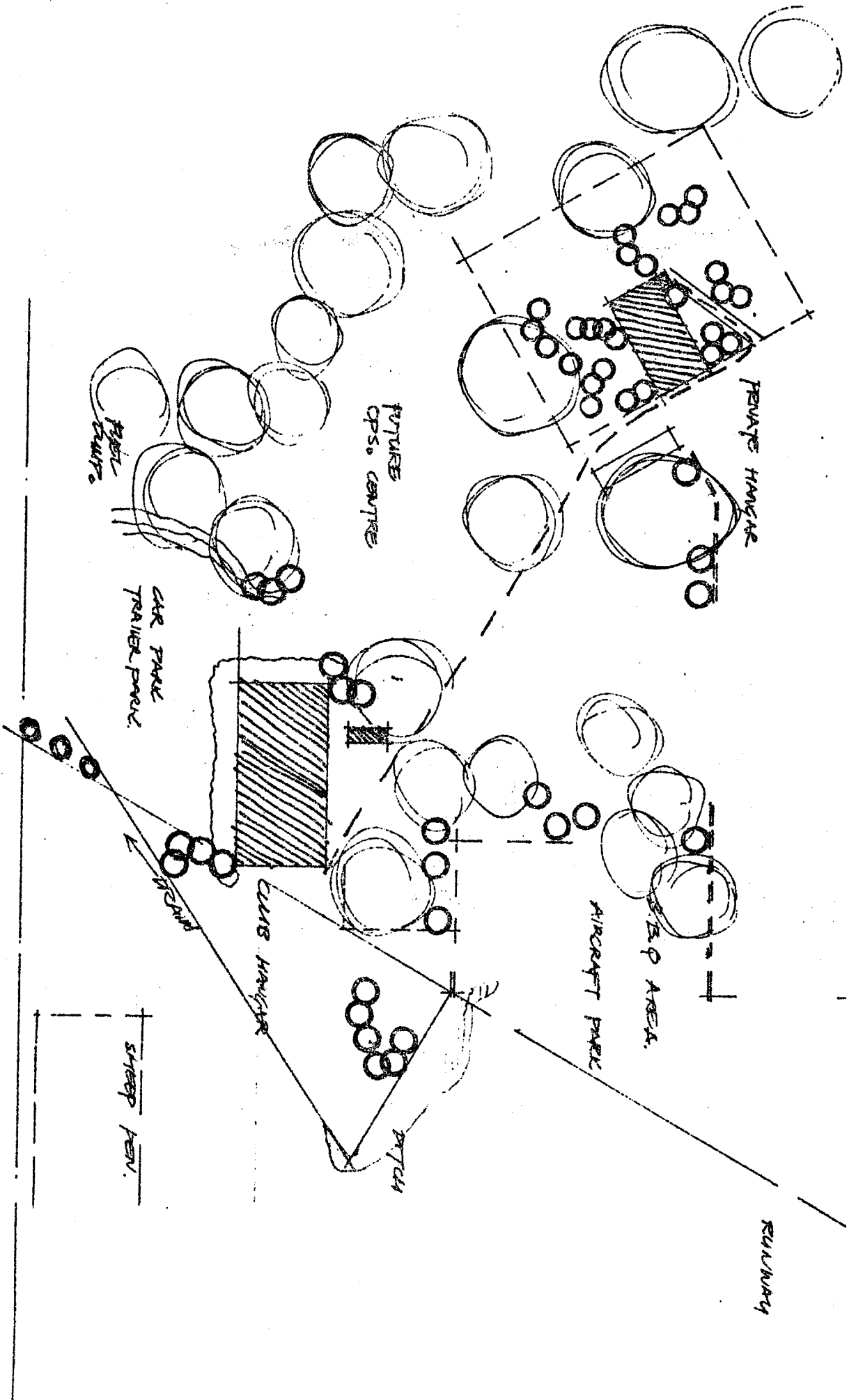
Pilot B. "No, I reckon its where that triangle paddock is"

Pilot A. "Hey, Contest Director, we want a decision."

Contest Director. "Hang on I'm on my way up the second leg be there soon" !!??



MAN GLIDING CLUB
AT PLAY
EMILIS! MAY '79.



○ 51' x 100' AREA

○ 24' x 100' AREA

PLANNING PROGRAMME
UNIVERSITY AIRFIELD