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UNI GLIDING NEWSLETTER

Vol. 4 No. 8

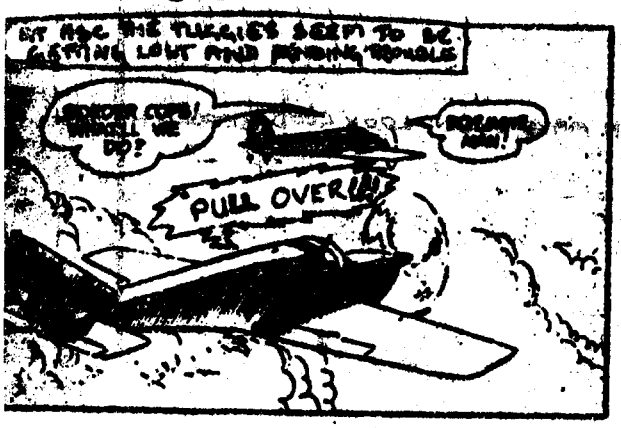
PHANTOM'S CORNER

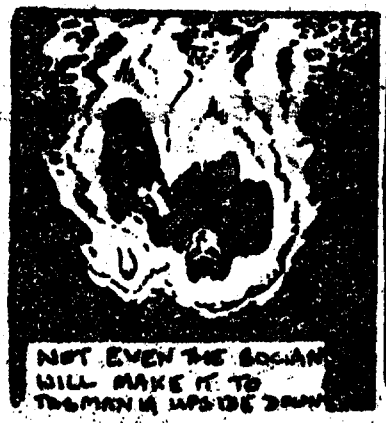
A NOT-TOO-SERIOUS LOOK AT TH
PROBLEMS OF THE RUNNING OF O
CLUB AND OTHER CLUBS IN S.A

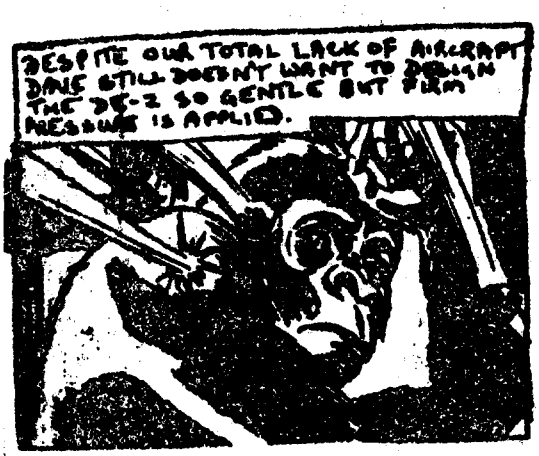
THIS MATERIAL IS COMPLETELY FICTIONAL AND ANY ATTEMPT TO TAKE IT SERIOUSLY MEANS THAT YOU DESERVE THE PARANOIA YOU ALREADY HAVE. ANY [illegible] ILLNESS THAT THIS COLUMN GENERATES IS COMPLETELY FREE AND NO ROYALTIES NEED BE SENT. HOWEVER I COULD DO WITH THE MONEY.

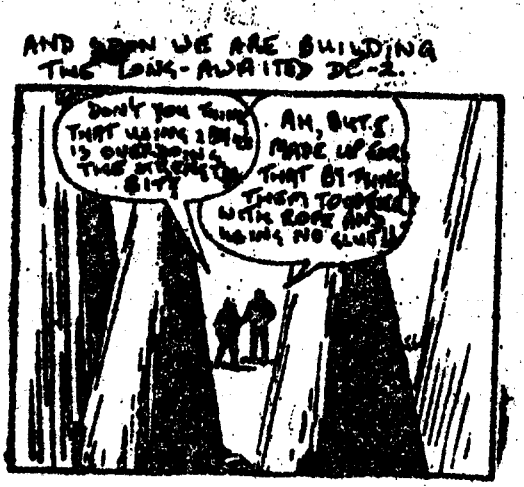
ANY SIMILARITY TO ANY REAL EVENT OR ANY PERSON LIVING OR DEAD, IS ALMOST TOTALLY ACCIDENTAL AND IN ALMOST NO WAY INTENDED. YOU HAVE BEEN WARNED.

ONE DAY I DECIDED THAT AUGC NEEDED A LITTLE FAME:









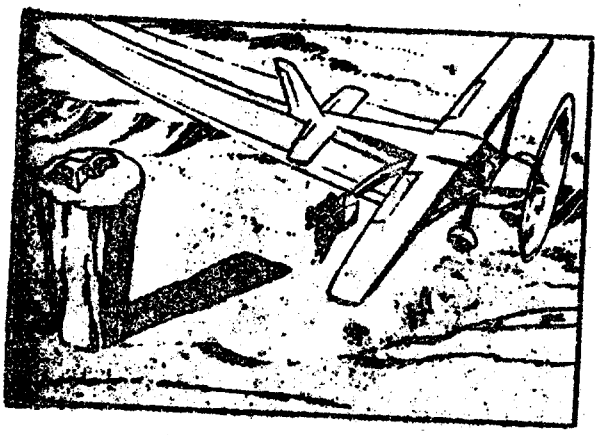
ON THE TEST FLIGHT THE DE-1 DOESN'T EVEN MAKE IT TO KANGAROO ISLAND. PERHAPS I SHOULDN'T HAVE FLOWN INVERTED.

EMILIS DIDN'T SEEM TOO HAPPY WITH THE RESULTS, I SAID I THOUGHT IT WAS THE DESIGNER'S FAULT.

DAVE SEEMED UNUSUALLY GROUCHY WHEN HE HEARD THE NEWS..

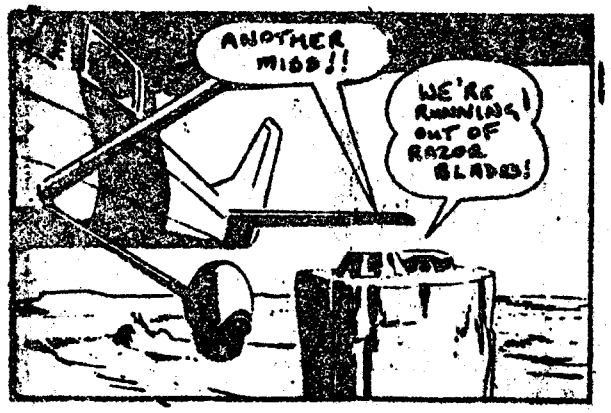
BUT I JUS
THIS DOWN
FACT THAT
REALISED
HE WAS A
AS A DESI

SOON WAIKERIE TUGS & TUGGIES WENT MISSING...



WE FOLLOWED THEM TO CENTRAL AFRICA AND FOUND THEM ENTERING A RATHER UNUSUAL CONTEST.

ON THE JUDGING STAND!



MEANWHILE, OWEN FALLS IN LOVE ONCE AGAIN AND DECIDES TO ASK THE QUEEN.

SO HE DOES...

GRAHAM INTERRUPTS, WONDERING WHAT IS HAPPENING. OWEN EXPLAINS...

There will be a lot of flying over the coming holidays, 60 days out of a possible 120 ie ½. This means every driver will have to do approx. 4 days. So that all this flying can run smoothly organisation has already begun, a calender showing all the proposed events except one has been put on the notice board, while it is only a preliminary timetable you should make and effort to have a good look at it since it will be discussed and hopefully finalised at the next club meeting.

So that people are not rostered to drive the winch on days impossible for them you will receive a circular within the next couple of weeks detailing the dates of the flying, if you fill in the circular telling me primarily which days you cant drive and to a lesser extent which days you like to drive and which camps you will be attending I will work out rosters and final dates and print a complete diary of events including details of instructor, winchdriver and people organising sides on the preceeding Thursdays. This will then be printed in the next Newsletter. REMEMBER IT TAKES JUST TWO OTHER PEOPLE TO MAKE A DAY VIABLE SO EVERY ONE SHOULD ATTEMPT TO DO AS MUCH FLYING AS THEY CAN AFFORD OVER THESE HOLIDAYS, WE SHOULD GET A LOT OF PEOPLE GOING SOLO AND THE INCOME DERIVED WILL PUT YOUR CLUB IN A GOOD FINANCIAL SITUATION FOR NEXT YEAR.

MARK

NEXT MEETING IS AT 7.30 ON NOVEMBER 7TH IN THE JERRY PORTUS ROOM ALL ENCOURAGED TO ATTEND.

THE WAIKERIE SPORTS CLASS REGATTA

It all began on Friday night (October 19th.). Graeme Newcombe and David Ellis were on their way to Waikerie towing the Arrow. When Emi and I converged on Gawler to hook the Kookaburra up and put the tail plane in the van, Graham Parker and the Sagitta were ready to go. Inside the workshop were two other aircraft also going to Waikerie - these were Peter Wright's Cherokee and Tony Duncombe's Super Arrow. These aircraft were put in their trailers and four of us started on our way (Tony Duncombe was coming up the following morning) not expectin to see each other until Waikerie.

However things do not go as planned. Soon after Blanche Town the Boomerang trailer suffered a flat tyre pulling me to a halt at the roadside. Assistance was soon at hand when Peter Wright pulled up in front of my car. While Peter was pumping up the spare tyre Emilis and then Graham also stopped to find out what was going on and to gi a hand. All this help didn't stop me from letting the new tyre down on my foot. Oh well - to paraphrase George Moffatt - for this we had come 83 miles?

The thought struck us that with four gliders in the one spot we night as well stop there and call the tugs in to start the contest from there the next morning. Still the Arrow was at Waikerie. We had better be there and so our convoy set off giving the truckies a test of driving skill to pass three glider trailers.

Saturday dawned fine and warm though it took us a bit of time to realise it. When we got to the field last night we found Dave and Graeme had finished the crosswords in the News and now they thought they could do any crossword. Two hours and two clues later convinced them otherwise and made Saturday morning a bit slower.

A count of the aircraft showed ten present and the possibility of Renmark's Blanik and Club Libelle showing up. A further count showed that Kimba's Kingfisher also present, but investigations revealed that it was there to be handed over to its new owners and was not going to compete. Renmark's aircraft never did lob but Maurie Bradney decided to enter a Twin Astir to give eleven starters

The highlight of the Saturday morning was the famed 'Plasticine Incident'. Emilis and I had arranged to fill the gap around the top airbrake to stop the leak throgh the airbrake box. Dave and Graeme watched in amazement and thought we were having them on. It was jus a crack-pot stunt they thought. And then Graham Parker pulled out his plasticine and began to fill the Sagitta's brakes. Suddenly the under-prepared Club pilots were pinching plasticine to fill the [illegible] in a very amateurish fashion. With some help they

The briefing promised a moderately good day with lift going to 4500' at 3 kts. av. and 6 kt. cores. Waikerie-Maggea-Loxton TV tower-Waikerie was the task giving a race over 131 km. Lift wasn't predict to start until 1.30 p.m. aan thus everyone just milled around for a while after paying their launch fees. Finally the gliders were towed to the launch point but the rather unconvincing sky caused a rush to the back of the line.

Aircraft and pilots present were: Cherokee - Peter Wright
Super Arrow - Tony Duncombe
Sagitta - Graham Parker
Spruce Goose (EP-1) - Merv Gil
Super Goose - Chris Deardon
Kookaburra - Emilis Prelgauska
Arrow - Graeme Newcombe
Boomerang - Dene Larwood
Ka-6 - John Mills
Salto - Lindsay Chambers
Twin Astir - Maurie Bradney.

Eventually Merv Gill took a launch and the wanderings through the sky of the Spruce Goose became the subject of everyone's attention. Things didn't look promising with the Goose slowly thermalling downwards at times. Eventually the Goose landed but Merv explained that some of his instuments were not working and that he had to make some running repairs.

Next morning Merv explained his problems further. Apparently his newly altered release mechanism failed when the knob broke in his hand. To compound his problems, the tug went diving to the grour pulling the little Goose behind. Some rather interesting flying followed with Merv trying to break the tow rope but with it finally back releasing. The problem was never completely solved and each tow gave Merv a new exciting, but rather unwanted, experience.

With everyone launched gaggles of up to about fifteen gliders began to form as the house thermals were searched out. A fire near the town gave strong 6-8 kt bumpy lift but it topped out at 3000'. Hardly the stuff to go far cross country, but there in the distance was the all white Kookaburra winding its way to Maggea. The rest of us weren't so sure of the conditions as one radio exchange showed:

Merv Gill:"Graham, do you think it's worth going?"

Graham Parker:"Well, they've got trailers down there - they can come and get us."

And come and get us is what they did. We all landed out except for the Twin Astir, the Super Arrow and (note!) Graham's Sagitta.

The remainder of Saturday afternoon was taken up withtrying to ring up the airfield (the local exchange ladies had shut up shop), driving around the Maggea area trying to find Merv but finding Lindsay instead, listening to the local Wives Club discussing pig prices and waiting for crews to arrive.

Back at the airfield we found that the Ka-6 and the Cherokee landed only about 20 km. from home. The rest of us were strung out from just before Maggea to the Loxton T.V. tower. John Mills later explained that he would spend 15 to 20 minutes in a weak thermal to gain 500 to a thousand feet - just enough to get him to the next thermal about two miles away. He did this until the thermals died at 5.30 pm. It had been a floaters day. Tomorrow had to be better.

Sunday dawned bright and warm and soon the aircraft were washed and the plasticine put in place and rubbed back smooth. Breifing offered only low lift much the same as Saturday. The task was an 86 km. out-and-return to Wunkar. We were told that lift might go to 5000' if ground temperature reached the predicted 31 degree maximum. The thermometer was eagerly watched as the mercury slowly climbed. Too slowly, it seemed.

Did you know that you can see Wunkar quite easily when you are at 9000' over Waikerie? The weather was magnificent - it went to over 33 on the ground giving 6-8 cores going to 9000' and cloud base at 10000'.

Still, all was not roses. At 6000' I started to have my own problems. The combination of my excited, water vapour laden breath and the sealing of the Boomerang cockpit led to the canopy fogging up. It was my turn to perform interesting, unintended aerobatics while trying to fly, vent the cockpit and watch out for the Salto at the same time. Eventually the 'Contact' covering the canopy hole got so damp that it came unstuck making a terrible racket. More interesting aerobatics while trying to fly the course holding a map over the hole to decrease the noise.

All the aircraft, except the Spruce Goose which couldn't handle the 10 kt. sink between thermals, made it home. Chris Dearden in the little Super Goose averaged 108 kph for the task. The weather was so good that it was possible in the heavier aircraft to do a fi glide of 43 km from Wunkar at 8000' although I didn't believe it and ended embarrassingly high and so I did the course again. Anothe high finish.

Slowly we packed away all the aircraft except the Kookaburra which wasn't flown. Unfortunately Emilis missed the excellent weath and Graeme had flown on the wrong day but without them on the grou we wouldn't have had a start or finish line. After rehydrating

ADELAIDE UNIVERSITY GLIDING CLUB

Mt. Terrible, Sunday 21st October, 1979. 2.45p.m.

Mt. Terrible is a 1,200ft. hill on the Willunga Scarp Ranges 30 miles S.S.W. of Adelaide. The landing area is approx. 700ft. below takeoff and approx. 3/4 mile out in front. It takes winds up to 20knts. (ridge soaring) down to zero (thermalling) from a N.N.E. to a N.W. direction. When it's on, from the winds point of view, it is only 5 miles inland, not much from a thermals point of view, but occasionally its just enough. Today was one such day.

As I launched into the 15knt. Northerly I knew I was in for at least a bumpy ridge flight. The wind was gusting from between 10knts. up to 18knts. - at steady intervals.

My first flight was just that, a bumpy ridge flight of about 15 minutes with a few small bubbles occasionally taking me up 300ft. above takeoff. So, feeling like a smoke (tabacco only boys!) I landed back on top.

The second flight was to prove a little more encouraging. At about 500ft. above I felt like I was topping out in the now fairly smooth ridge lift. I headed directly out from the ridge with the vario reading a steady 100 - 150 min sink. Feeling a small bump I began wattling, yawing the glider round a bit in a partial stall, and from the Hummingbird came a slight chirp. Increasing the yawing into linked 190° turns the chirping continued and increased from a vitual zero sink to 50 - 100ft. a minute up. Soon the turns became 360°'s and after 4 the chirping stopped with a sudden sideways and downward lurching of the kite, whoops! chucked out of it I thought so a quick reverse 360° resulting in a solid 200ft. per minute sink. Lost it, but now I was almost over the landing area and at 1580ft. A.S.L., approx. 1080ft. A.G.L. and 380ft. above takeoff. I hung around the area for a while but continued getting 50 - 100ft. min sink so I decided to cruise back to launch where I soared for a while then top landed.

The next flight, after a chat with the boys and girls on top, almost saw me in the landing area but with a short conversation with the trees in the gully below takeoff I decided they wouldn't let me make the landing area so I would have to soar back up to the top. Easy, not really but I made it up anyway and top landed, again.

After a short conversation with the crowd on top I decided this would be my last flight for the day and would land down below. At about 300ft. above launch I encountered a fairly strong area of lift, 200ft. min, probably a thermal mixed up in the ridge lift. As I was 300ft. out from the ridge I decided several 360°'s wouldn't go astray and after two tight ones I was 700ft. above and behind launch. As there is a very deep valley behind the ridge I decided not to take it any further but would use this height to cruise out over the plains in front. With only 10 - 15knts. this is quite easy in the Jaguar Mk1. with out compromising the L.D. too much. Encountering only mild sink on the way out (50 - 100ft./min) I just kept going. At about ½ to 3/4 mile out I hit another thermal and by using the same method as in my second flight I managed to stay in it. I developed this method for myself because while you're yawing and stalling the glider you are a maximum, minimum sink. Then as the thermal grows you can do linked 190 degree turns without moving forward too much. Theoretically, after this you will be near the front of the thermal as it is in the better lift (i.e. which side wants to go up relative to the other) then I turn in that direction. Anyway after 5 360°'s the lift began to die and I couldn't find it again anywhere. I was now at 1,900ft. and well out from the ridge, over ½ mile. I kept on going straight over the landing area towards some very large dark orchards. These produced a few small bumps that gave me another 300ft. after losing a little getting out there. This took me to 1950 A.S.L., approx. 1,250ft. above the landing area, and a good 550ft. above takeoff, and over a mile out from the ridge.

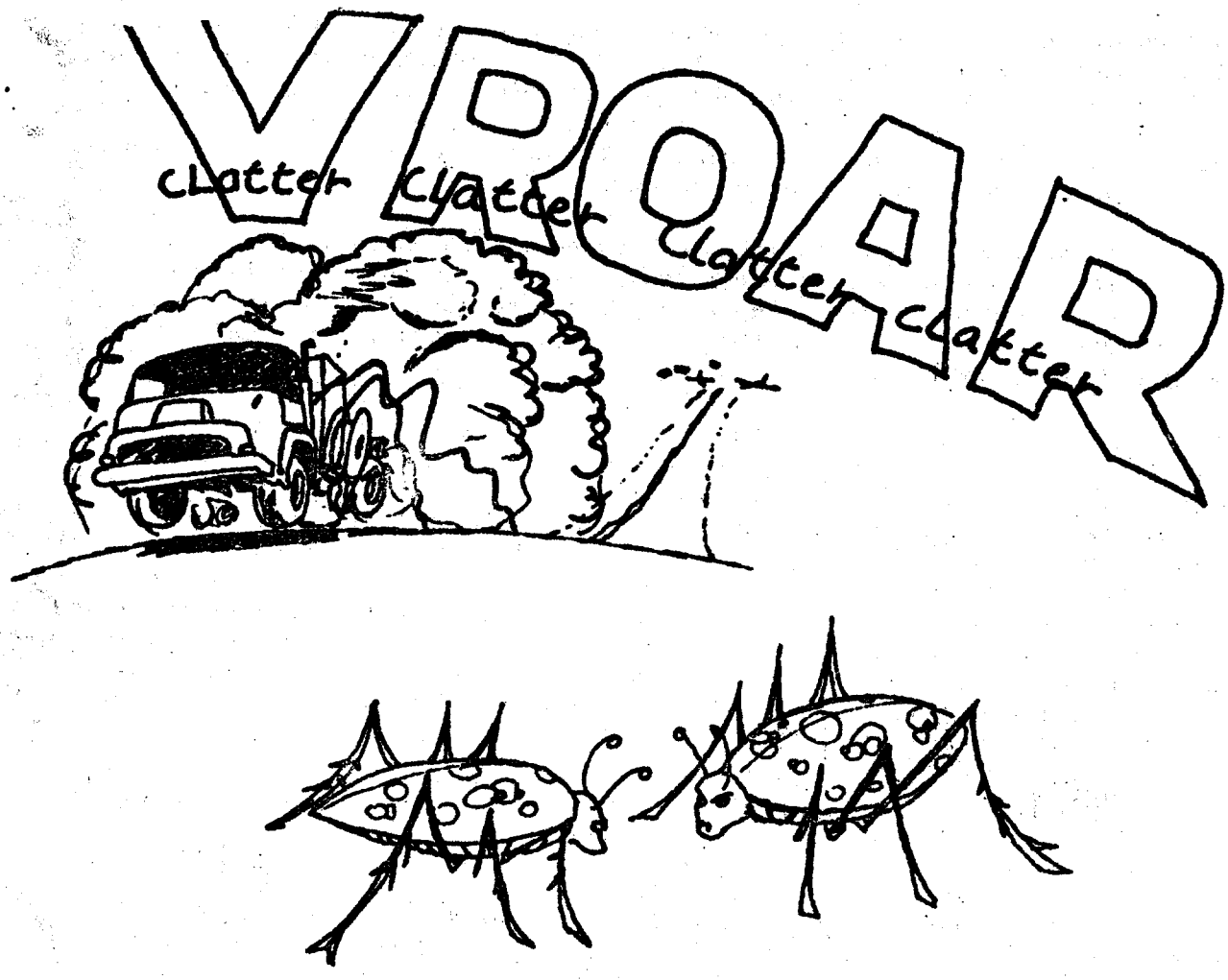
I let out a spine chilling YYYEEESSS!!! to another pilot who had landed below who looked around expecting to see somebody close by, but after several more YES'S by myself he looked up and yelled WWHHOOEE (who said hangglider pilots are dumb - what great conversation). As a Tiger Moth appeared to becoming threat - eningly close I decided I'd head back to the launch area and land. Meanwhile the Tiger Moth was buzing the launch area with no more than sott above. Oh well! so we were both breaking a few rules, safety, what D.O.T. won't know won't hurt them.

I had one more fly, a glide down to the landing area, packed up, went and bought a pizza and headed down to the beach with my little lady to finish off a really perfect, unreal, fantastic day. I had a vario, altimeter and parachute with me and I wouldn't have or couldn't have done it without them.

Regards and Goodflying

Phil Flentje

By your unlucky Lochiel visitor. Lookout, oneday I'm going to get off that ridge and then you're really going to know what hang gliding is all about.



AVIATION SAFETY DIGEST--- The hazards of mixed pOwer-gliding operations

At a country aerodrome in South Australia, the pilot of a Piper Seneca was preparing to take a group of Boy Scouts on a scenic flight as part of their Air Activities Course. Earlier in the day, the pilot and a small group of Scouts had walked the length of the strip to straighten some of the tyre markers and remove any tobacco bushes. Nothing unusual was noticed during the inspection.

The aerodrome was also used for glider flying and at the time a glider was operating on winch launches fom a cross strip. Before starting up, the pilot of the Seneca checked that he would be clear of the glider, which was airborne, and that the launching cable had been wound back on the winch. After starting the engines, he taxied out and lined up but in the meantime the glider had returned to the circuit and was now landing on the cross strip, so the pilot waited until it had passed the intersection and then began to take off.

He opened the throttles wide and after a ground roll of about 150 metres, and at a speed of about 30 to 35 knots, he heard a loud bang as something hit the windscreen and he saw a piece of fibreglass fly up from the nose. Thinking the aircraft had hit a stone, he closed the throttles and the aircraft rolled to a stop about three-quarters of the way along the strip. He shut down both engines and then saw a length of wire hanging from the left propeller.

After removing the wire, the pilot taxied the aircraft slowly back to the hangar. Shortly afterwards, a party of Scouts went out to check the strip and returned with two more lengths of wire, each about 30 metres long, which they had found near the intersection of the strip the Seneca was using and the strip being used by the glider.

The wire proved to be launching cable and, during the attempted take-off, it had been caught up in the aircraft's nose landing gear. The flailing cable had nicked both propellers, slashed the left engine cowling, the nose and the nose locker door, and dented both nosewheel doors. The gliding operations log showed that, on the morning of the previous day, the winch cable had broken during a launch and it was this break which probably accounted for the pieces of cable being found where they were. Although the retrieval crew recovered both ends of the cable, it seems that the cable had broken in at least two places and the piece or pieces which had come away completely had fallen alongside the intersection of the two strips and remained undetected until snagged by the Seneca's nose wheel.

There are several human errors associated with this occurrence but it seems the pilot did all he could reasonably be expected to do in the circumstances. He was unaware of the cable break the previous day, the broken section of cable was not readily discernible, and the pilot had made a reasonable effort to inspect the proposed take-off area. On the other hand, at the time of the accident, there was no procedure at the aerodrome for carrying out a routine daily inspection of the other strips before operations commenced and the retieval crew had not been supervised during the cable recovery the previous day.

As a result of this accident, procedures have been introduced at this particular aerodrome which require a daily inspection of every strip before operations commence. But the lesson for pilots is clear — nothing should ever be taken for granted. A mixture of glider and power operations requires extra caution at any time — especially when winch launches are being used +and it is essential that pilots realise that the responsibility for ensuring the surface of a strip is clear of obstructions rests solely with themselves*

A.S.D. 107 (1979)

A Smile costs nothing, but gives much.

It enriches those who receive, without making poorer those who give.

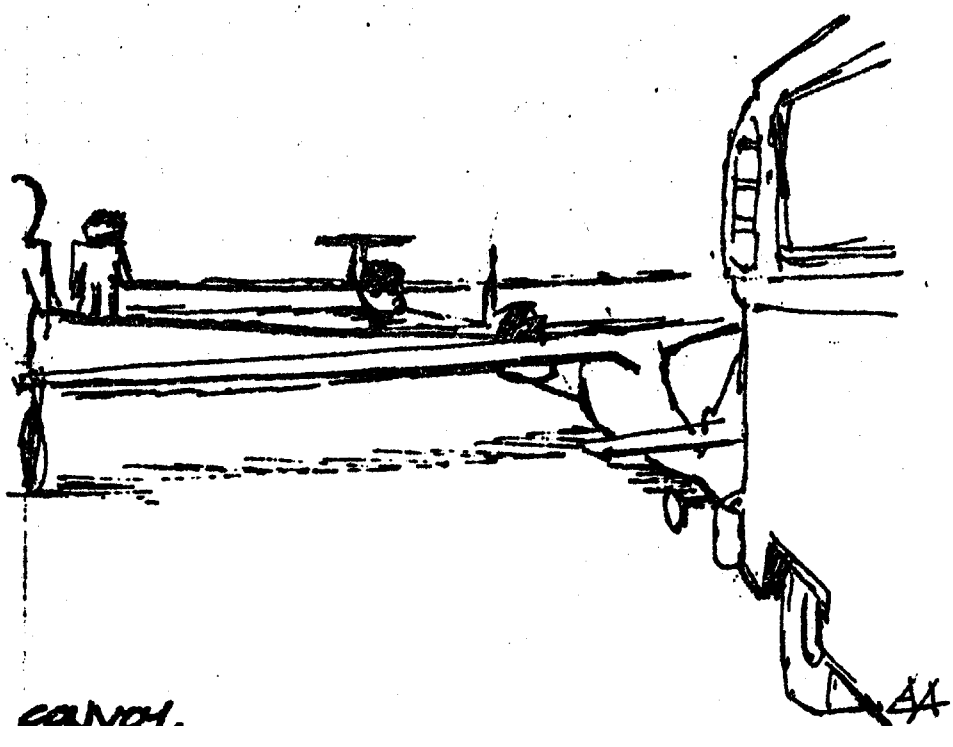
It takes but a moment, but the memory of it sometimes lasts forever.

None is so rich or mighty that he can get along without it and none is so poor but that he can be made rich by it.

A Smile creates happiness in the home, fosters good will in business and is the countersign of friendship.

It brings rest to the weary, cheer to the discouraged sunshine to the sad and it is nature's best antidote for trouble. Yet it cannot be bought, begged, borrowed, or stolen for it is something that is of no value to anyone until it is given away.

Some people are too tired to give you a Smile. Give them one of yours, as none needs a Smile so much as he who has no more to give.



TRY YOUR SKILL.

Here are some questions which the B.G.A. pose to Bronze 'C' level pilots. They need a 70% pass in sections A,B,C and a 90% pass in Section D.

We won't publish the answers, but if you have any difficulty, ask any instructor.

Bronze 'C' precedes Silver 'C' on the experience scale.

The Air Law section has been changed to suit Australian conditions.

For space reasons we publish only sectionA in this issue and, if nobody stops us, B,C & D in later issues.

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A. PRINCIPLES OF FLIGHT.

1. A polar curve is a graph of:
   a. Lift against weight.
   b. Temperature against height.
   c. Speed against sink.
   d. Speed against rate of climb.

2. The angle of attack of an aerofoil is defined as:
   a. The angle between the chord line of the wing and the horizontal
   b. The angle between the chord line of the wing and the fuselage.
   c. The angle between the chord line of the wing and the direction of the relative airflow.
   d. The difference between the angle of incidence of the wing and the angle of incidence of the tailplane.

3. The main reason for having dihedral on the wing of a glider is to:
   a. Make it difficult to spin.
   b. Give it positive lateral stability.
   c. Improve its spin recovery.
   d. Lighten the load on the aileron controls.

4. What forces are acting on a glider flying straight at a constant speed in still air?
   a. Lift and drag.
   b. Lift, drag and centripetal force.
   c. Lift, weight and induced drag.
   d. Lift, drag and weight.

5. The lift developed by a wing depends on:
   a. Speed, weight, air density and wing area.
   b. Speed, angle of attack, wing area and air density.
   c. Angle of attack, drag, air density and wing area.
   d. Speed, drag and weight.

6. As speed is increased from the stalling speed in a glider:
   a. Total drag reduces then increases.
   b. Total drag increases.
   c. Induced drag increases.
   d. Profile drag reduces.

7. The glide angle of a glider depends on the:

a. Weight, lift and drag.
b. Speed and drag.
c. Lift and drag.
d. Weight and drag.

8. While gliding in still air at 60 knots, you notice that the vario reads two knots down. What is the glide ratio being achieved.

a. I in IO
b. I in I5
c. I in 20
d. I in 30

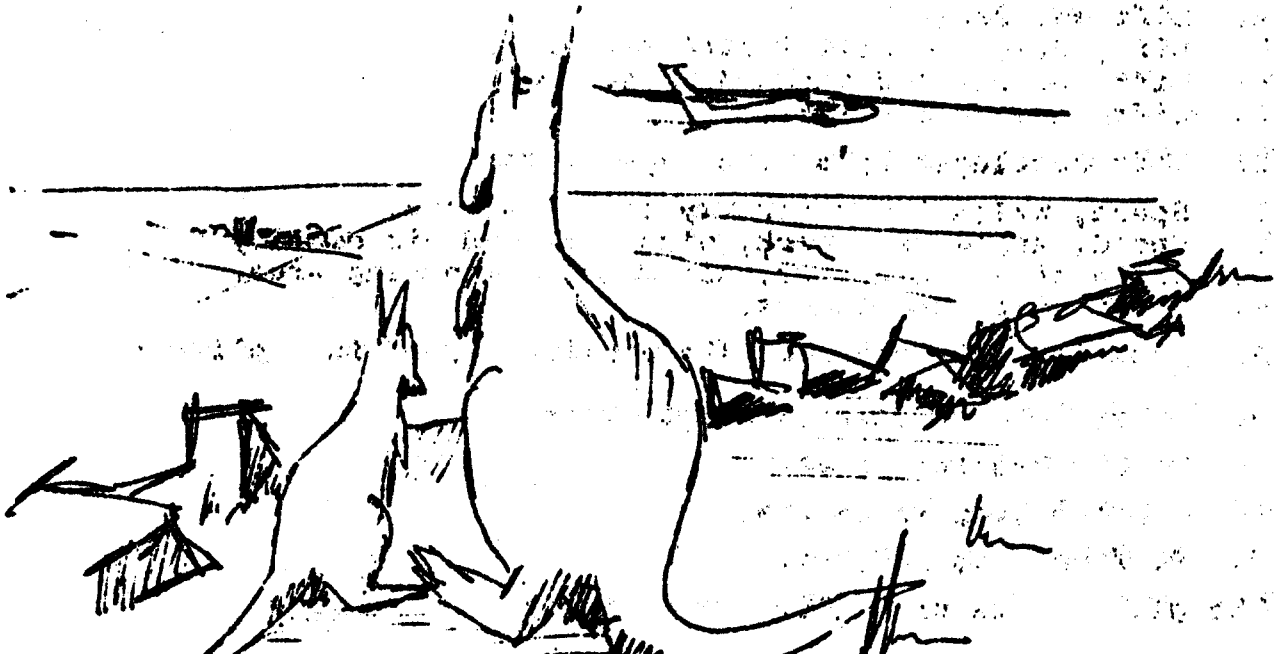
9. Why are the wings of the most high performance gliders tapered towards the tip?

a. To minimise wing drop at the stall.
b. To minimise the induced drag.
c. To increase effectiveness of the ailerons at high speed.
d. To increase the lateral stability.

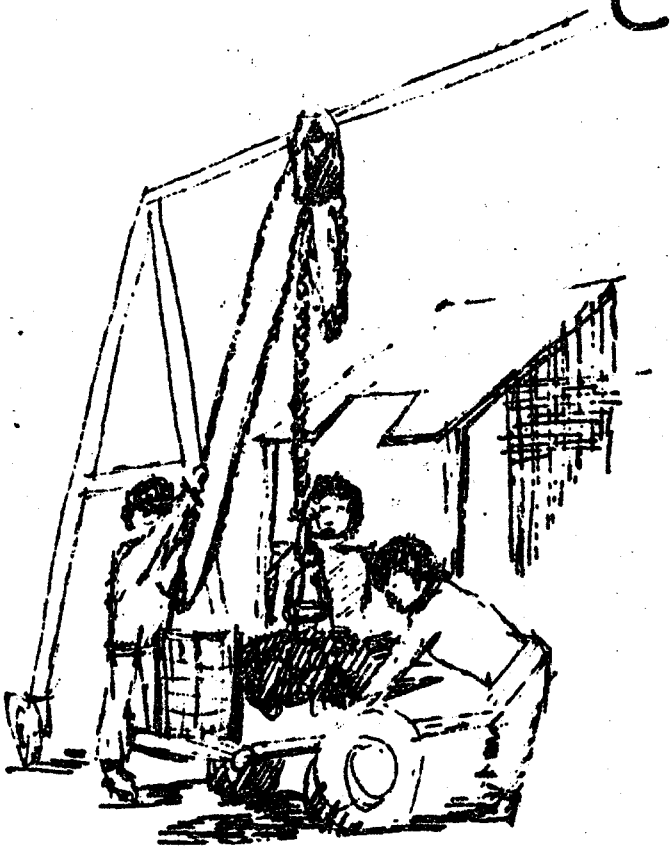
IO. The reason most gliders are fitted with differential ailerons is to:

a. Improve aileron control at high speeds.
b. Prevent tip stalling.
c. Counteract the effects of wash-out.
d. Reduce the effects of aileron drag.

"SOME PEOPLE, ALWAYS IN A HURRY, SON"

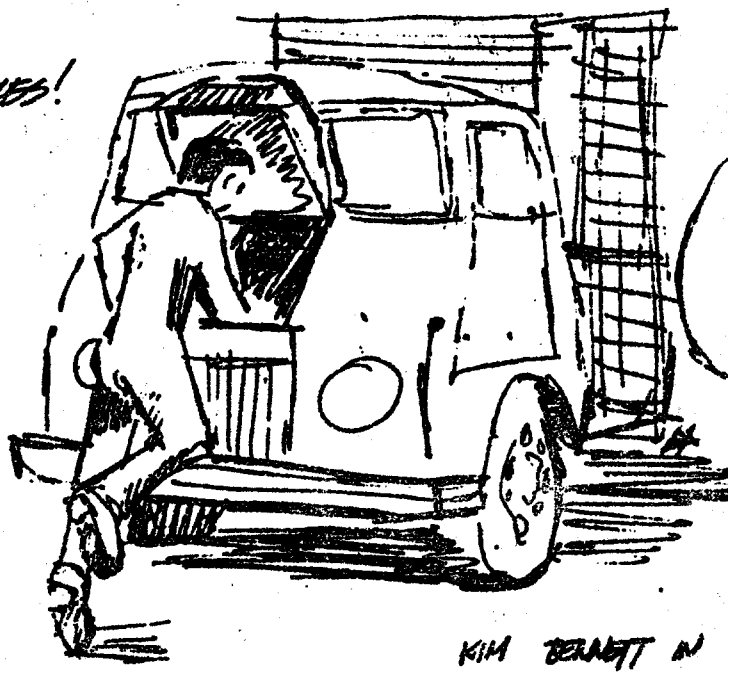


Cheap Launches AUGC Style



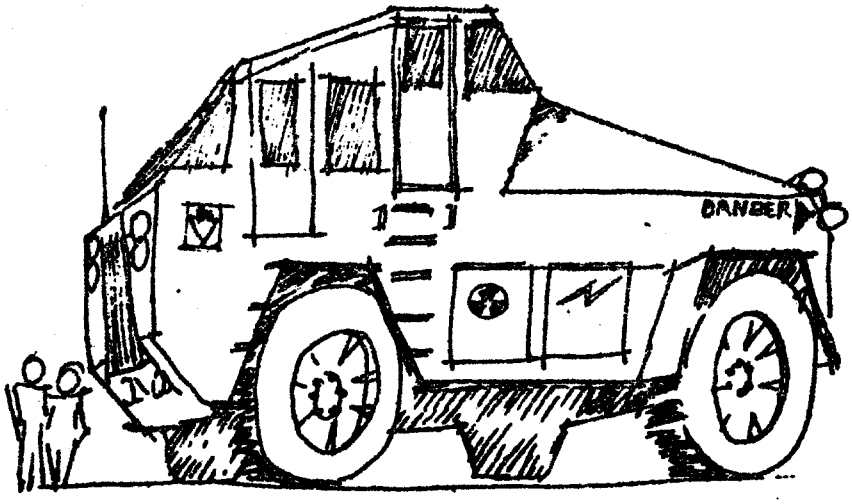
In the beginning

'THE UNCLUTCHABLES!



and then came

KIM BENNETT IN STANDARD POSE.



and who knows?

KOOKABURRA REPORT

On Saturday 13th October, Lima Zulu left the Schneider factory to be test flown on the Gawler aerodrome next door.

With the cost of aerotows what they are, both Emilis and Dave Ellis had a flight each before packing the old girl on the trailer. The aircraft was flown in an 'out of the workshop' condition, with cockpit sealing, aileron adjustment and final paintwork yet to be done. As a result, the Kookaburra was a little draughty, and the handling and performance are unchanged.

The aircraft has been undergoing its 20 year airworthiness survey since April. During that time, 19 club members have worked on the aircraft with varying degrees of diligence. Recently, in particularly, manpower has had to be organised on a specific one day effort basis.

This, and the lack of workshop space at home resulted in the last jobs being done at Gawler. Fittings had to be located again with the aircraft rigged, a task impossible at home. Paintning too, was done by Harry, though he would have preferred a better surface finish to work with. More filling and sanding are another job for later.

Of the members who participated, I extend my thanks to the following who made the effort -

Chris Markovitch, Brenton Minck, John Canny, Keith v.d.Pennen,

Kym Bennett, Dene Larwood, Peter Ashenden, Graeme Newcombe,

Dave Ellis, Tim & Jeff Dodd, Mark Forster, Don Hein,

Graham Parker, Kate Swanson, Linda Smith.

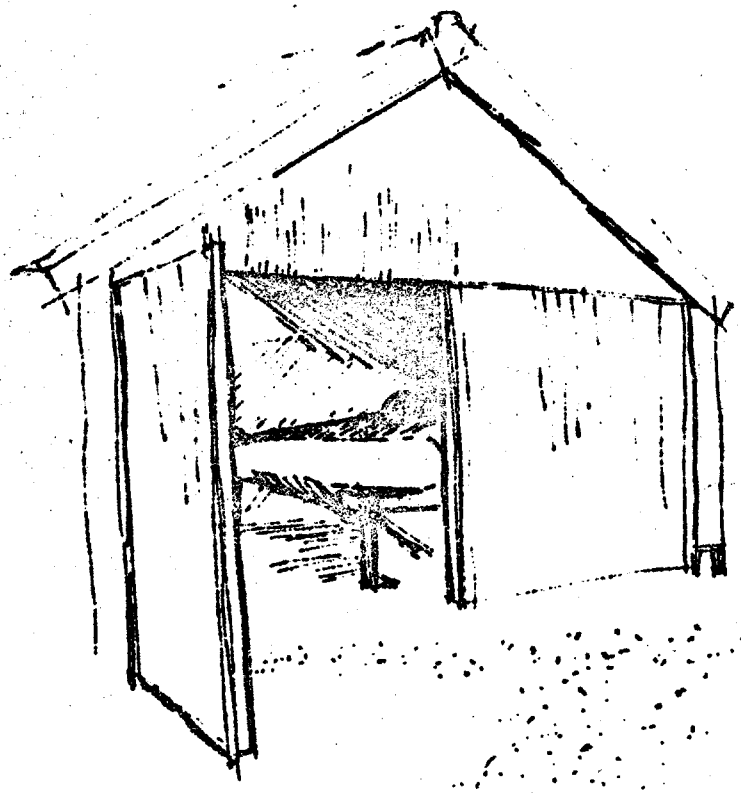
If you constructed a list of the active pilots of the 54 on the membership books, I suspect the names would be much the same.

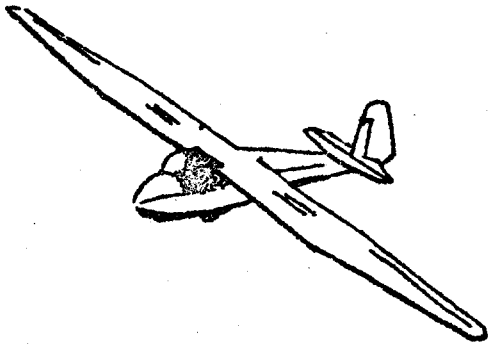
From the outside, the following items are noticeable -

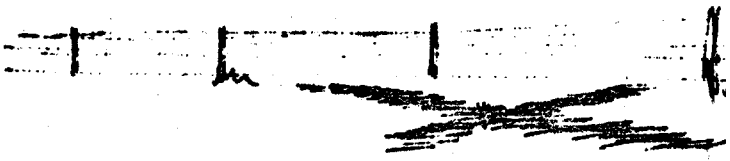
a new canopy, all white paint work outside and instrument layout, cockpit lining and paint inside.

The rest of the work is hidden under the skin.

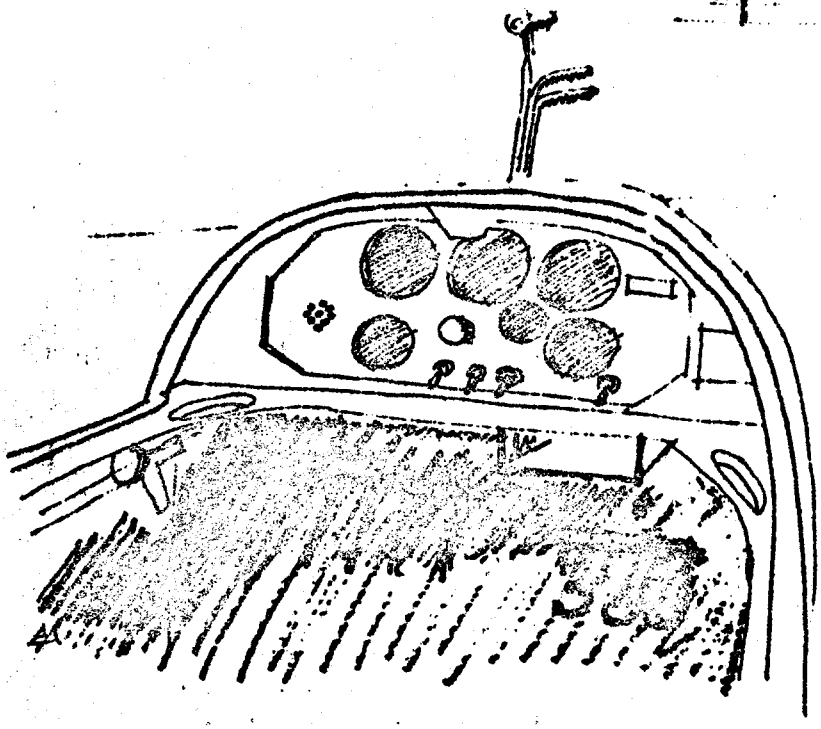
Emilis







BACK IN THE AIR



VH-GLIZ

AIRSPEED VARIO VARIO ALTIMETER

1/4 MOTOR

SLIP BALL

ONE 10

CFI's gripe corner.

By now most members will be aware that a major shift in organisational responsibility has occurred within the club. Since the formation of the AUGC, Emilis has always been the major driving force behind most club projects, and he has worked very hard to get the club established and recognised as a viable entity.

About this time last year, Emilis was freed from alot of his tasks so that he could escape the Lochiel routine and compete in the numerous events that he had been forgoing previously. Needless to say, he had a most successful season. The same freedom has been extended to Emilis this year, and he will, no doubt, relish the escape from the back seat and the many tedious jobs around the field which mostly seemed to land in on him. The upshot of this is that club members themselves must now pitch in, and in a team effort, keep the operation running smoothly. Tim Bennett has demonstrated how this should be done, and Mike Barnden also has shown how to do a job properly with his recent work on the Bocian wheel assembly.

With a continually growing membership, new skills will be injected into the club but together with this must be the realisation that any equipment out of service or away from the field is going to affect more and more people. Competition pilots in particular, should remember that an aircraft derigged, in a damaged condition or stored in a remote garage, is going to deprive other pilots of flying at the best soaring time of the year. It is therefore their responsibility to do their utmost to restore the aircraft to Lochiel as soon as possible, and not just leave to the 'next bloke' to pick up the crumbs. The days of being spoon fed are over, and they must not fall back into the philosophy that 'Emilis will take care of it'.

When I was talking to one such pilot the other day about this problem, I was very annoyed to hear him say that this was his philosophy, that he expected the 'team' to look after it, and furthermore, that I was creating the hassle in raising the matter with him. As I said before, the 'team' is taking a well earned Summer break, and I am not prepared to become the 'team' on my own. The level of personal responsibility among the senior pilots must therefore increase, not only to set a good example to new members, but also to keep the operation running smoothly. By mutual agreement with Emilis, it has been decided that his personal equipment e.g. tools, swages, winch, etc., should not be available to the club, so that we quickly realise that we must do things for ourselves, and not rely on him to keep us going. 'Breaking into' Emilis' shed is now verboten, and we must maintain all our own supplies and equipment, oil, distilled water, buckets, tools, etc. I am pleased to see that more people are now coming to Lochiel better prepared, but there are still a few beds who are entrenched 'borrowers'.

We are in for an excellent Summer season, and already 60 out of a possible 130 Summer days are being planned as flying days at Lochiel, i.e. a half-full-time operation. This will need the cooperation of every member, winch driver, instructor, etc and the realisation that the workload per member must increase. Projects looming Summer are CB radio installation, Bocian trailer, airfield/hanger-apron improvement to name a few. I am prepared to maintain coordination of these activities, and my office or desk is already a focal point for organisation; but I will need everyone cooperation, hopefully, hassle free.

At a recent club meeting and cross country course, I stressed the need for maintenance of check flights, and approached a number of pilots individually (8) this. So far only 2 have presented to Lochiel for their checks, although I have

repeatedly made myself available at Lochiel each weekend. Hence I am now forced to put a time limit (Nov.30th) on these check flights; so if you are keen to get/retain your cross-country rating, please present with log/blue books to me at Lochiel. One or two pilots seem to resent having a check flight, and seem to slip through the system each time. I am adamant this year that ratings will be rescinded for such pilots. There are still one or two pilots who feel that every instructor (8) should know every pilots capabilities personally (about 40), that instructors meetings are not necessary, that instructors notes are unnecessary, etc, etc. When I hear this sort of rot being circulated, I immediately realise that these are the people who need check flights most of all. I am not going to relent just because some people are rocking the boat. In order to avoid hours on the 'phone contacting each pilot personally, I am putting up a list in the Sport Assn. which will be maintained until the situation is finalised.

A recent incident involved a non-cross-country rated pilot landing out the Bocian near Snowtown. He was talked into jumping the gap and trying the North ridge. Although the pilot landed safely, in an excellent paddock, it appears that he was caught out by working a weak thermal over the lee side of the ridge, and was not able to straight glide home. You might be saying to yourself 'what's all the fuss about, he was trained to pick paddocks'. The fuss arises because an inexperienced pilot, trying to stretch his wings, put himself into a potentially dangerous situation (an outlanding) and was not able to get out of it. This is not a matter to be taken lightly, especially by me. I should remind every pilot that, regardless of how good you think you might be, this is regarded by the system as an 'unauthorised cross-country flight', and is recognised as one of the most serious danger areas in gliding As I pointed out at the last club meeting, this sort of activity can not be tolerated Pilots who venture out beyond gliding distance of the airfield (not counting local ridge soaring) must have the appropriate x-c rating, and tell the duty instructor (who must ne a qualified instructor) their intentions. Remember that, in our club, a x-c rating is only given to Arrow pilots who have approx. 10 launches and 5 hours in the aircraft (Arrow), have completed a x-c course and had check flights with the CFI or nominee. Cross country flying, as with all ratings should be considered as a privelege and not a right. (Having said all that, I reiterate that a safely outlanded glider is preferrable to a risky low save home.)

The practise of people di'ing aircraft without holding a DI certificate is not allowed. Therefore anyone who has completed the course but not yet got the ticket should make it their business to follow up with Dean Hill or Graham Readett (TRE) to finalise the matter. It should be obvious that a x-c pilot must be able to DI his own aircraft, and this includes knowing how to rig/derig, trailer characteristics, and a study of the relevent aircraft flight manual. I have noticed, with some amazement, that one or two people recently DI'd the Bocian without caring to open the main pin inspection panels - in both cases they 'thought it was unnecessary'. Food for thought.

Official Observers will be needed at Lochiel this Summer as pilots attempt Gold C and other badge flights. To my knowledge, apart from Emilis and myself, there are no other OOB's in the club. Please inform me if I am wrong, or alternatively contact the GFA certificates officer for your (free) ticket.

Final Salvo: Have you got your camera(s) mounted, tow bar and electrics fitted, maps, tow ropes, water bottles, etc etc.

FLEDGLINGS CORNER

or HOW TO BE AMONG THE SURVIVORS

from our Waikerie Correspondent

You've heard about wind gradient, (not gradient wind, that's something else), what it means, is that in a fresh breeze the wind speed decreases as one descends on a landing pattern, and it is caused by friction to the air flow from trees, buildings, etc. Suppose you find yourself in a situation where instead of decreasing, the wind speed increases by a factor up to four.

Startling? Indeed yes.

This day, I'd been flying around, not going anywhere in particular, a moderate soaring day, 5 knot thermals to 5000 feet, a 100 K in one direction, another 100 k somewhere else, the occasional indifferent gaze at the workers toiling in the fields, and then practising and polishing the chandelles, from a dive speed of 100 knots to a precise 40 knots, plus or minus nothing at all roll over the top, with wings 20 degrees past the vertical.

As pleasant a way as any I know to while away 5 hours, particularly if it's in a 15 metre racing class sailplane, the superbly responsive AS-W 20.

Very agreeable, you'll think, as well you might.

Off to the north, 30 to ~~40~~ 60 K, had developed through the day, a few heavy cumulo nimbus, dumping a lot of rain onto the scrub up there. The local wind had been a steady 5 to 8 knots all day, at 200 degrees straight along one of the two irrigated pads, and on to the cu-nim line. Enough wind to note the drift while 10 or 12 minutes in a thermal, but that's all.

At 4.. 5 it is time to wind up the day. I'd been airborne since 11.30, the Sydney bound Greyhound bus is passing the field at it's usual 55 knots, so as usual I overfly it at twice that at 2500 feet.

An elegant chandelle for the driver's benefit, that fellow must be getting quite used to this once or twice a week by now.

Over the last 40 minutes a storm cell had been developing to the north. It was X now about 8 K to it's edge, directly downwind of the field and moving in the direction 120 degrees, at about 8 knots. possibly 3 ~~K~~ in diameter, with the occasional flicker of lightning, and extremely heavy rain, or even hail, solid to the ground. The base height of the cu-nim was indeterminate, but maybe 2000 or 2500 feet.

Time now for an assessment of local conditions, wind by drift estimation is still about 6 to 8 knots, however the wind sock down there on the airfield is streaming horizontaly and kicking around viciously. What's going on? Wind direction is the same down there, but clearly a lot stronger.

At 900 feet in the circuit joining area, drift has become quite noticeable, at 700 feet past the mobile flight office, (piecart to you), speed over the ground is high.

Wheel down and an early turn onto base at 600 feet. Drift is very pronounced. Air speed now up to 60 knots on final at the edge of the field.

Now slowly now the speed over the ground. Delay flaps down until 300 feet and 58 knots. Now severe turbulence from the hangar and clubhouse. Air brakes open, but only just, hold the lever just off lock, I don't think they are going to be needed this day. Nothing under 60 knots now, holding this speed and getting close in now. That crowd I noticed at the piecart a few seconds ago on the way past seemed most absorbed in all this.

Height now 50 feet or so, stick forward a fraction to keep up speed in the wind gradient. This is the time when the ASI needle can do dramatic anti-clockwise movements as the wind speed decreases due both to gusts and wind gradient effect.

An easy round-out just above the grass, and make sure there is no ballooning up from ground effect. Touch down and ground roll now, full negative flap immediately for control, and quite a short run. No need for wheel brake either.

After all that, the tail lane is still 100 feet short of where I'd planned to be, level with the clubhouse. Decide not to open the canopy as the wind is too strong. Wait until a couple of fellows come along and assist with hangaring. Move over to the briefing room, the anemometer remote read-out shows gusts to 35 knots.

An interesting exercise, but, you may be thinking, hardly worth all this drama. Nothing in it that any solo pilot could not cope with. Quite so.

But suppose something like this happens to you, and you are not at your usual friendly local air field with the windsock to let you know what's going on down there. An outlanding scenario.

Your first indication of trouble may be an excessive ground speed on downwind leg, and, unless quickly recognised and allowed for you are way downwind of your planned landing area, and no chance of making it back against a strong headwind. Disastrous?

Storm cells like the one described, can have very severe up-draughts and down draughts, (how does 30 knots of down appeal?).

This caused the strong wind at low level.

So, you see, the big cu-nims can make things very hectic.

They don't have to be the ones with rain hail, low bases, and nil visibility underneath, I've seen NE sitting up there on a 7000 feet base, and showing nothing much untoward underneath, quite enly create the most extreme chaos to sailplanes on tow at 700 feet

Jeff.

GLIDER LOSES PILOT

The pilot of a Standard Cirrus glider, flying at about 3000 feet south of Waikerie aerodrome, was adjusting the glider's electronic variometer-computer when he dropped a small screwdriver.

With his safety harness loosened, his attempts to retrieve the screwdriver from underneath his seat were unsuccessful. The pilot therefore trimmed the glider for straight and level flight at 45 knots, undid the harness and after searching for about five seconds, picked up the screwdriver from the floor just forward of the cockpit rear bulkhead.

The pilot then sat back in his seat and using both hands started to refasten the harness. He had the lower left strap in place and the two shoulder straps on the pin and, with the lower right strap in his other hand, was about to complete the connection when turbulence deflected the port wing up and the nose suddenly pitched down.

Trying desperately to hold the harness against the negative 'g', the pilot caught a fleeting glimpse of articles from the glider's side pockets rising and collecting against the canopy. Then he lost his grip on the harness and the next moment found himself being hurled into space through the glider's canopy.

The piloy was wearing a Slimpak parachute and, as he fell clear, he began searching for the D-ring. At first he looked in the wrong place and it was only after he had fallen for a few seconds that he realised his mistake and was finally able to grasp the D-ring and pull it. At about 700 feet, with the parachute now fully deployed, he looked up to see the glider circling overhead in an inverted turn. The glider circled him once more before crashing upside down. The pilot landed within 10 metres of the wrecked glider — without the parachute's D-ring but still clutching the offending screwdriver.

This accident spotslight the potential danger of undoing a safety harness in flight, and its lesson applies just as much to light aircraft pilots as to glider pilots. Even loosening a safety harness can be hazardous for, in unexpected turbulence, a pilot could be seriously hurt or even knocked unconscious if he hit his head on the cabin roof.

In this instance, the pilot was certainly faced with a dilemma. He had a loose article in the cockpit — a screwdriver — quite capable of jamming the control linkage, and he was understandably anxious to retrieve it. However, as this accident proves, a lone pilot with his safety harness undone is in an extremely vulnerable situation.

The circumstances of the accident also contain another important safety lesson — the obvious need for pilots to be familiar with their emergency equipment to the point where its operation virtually becomes a reflex action and does not require time to stop and think.

This philosophy of course applies to all emergency situations, but probably nowhere is it more critical than when using a parachute. In this accident, the time the pilot spent looking for the D-ring — though only a few moments — could well have proved fatal had the upset happened only a few hundred feet lower.

As it turned out, though damage to the Cirrus was extensive, it was less than it might have been in an accident of this sort and the glider was subsequently repaired. The other consequences seem to have been confined to the pilot's pride.*

Aviation Safety Digest 99 (1977).

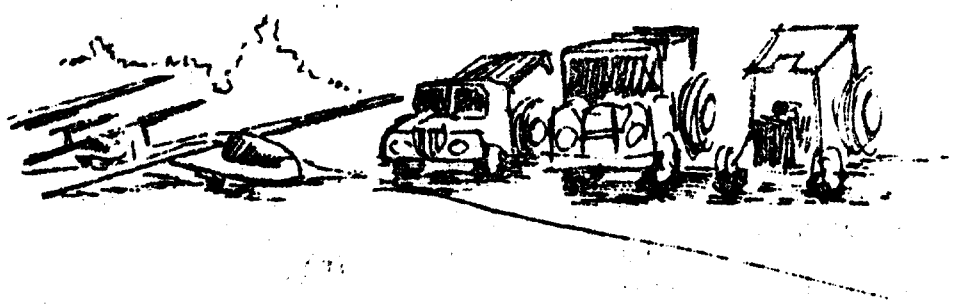
QUOTES from gliding people around Lochiel

* visiting pilot after flight in club aircraft -
"How much for the flight ?"
time keeper - " 4.40"
visiting pilot - " I wanted to know how much, not how long"
(that's how modest flying fees can be an embarressment)

* Guy at the awards night -
"I'd like to nominate Emilia for the 1979 Henry Kissinger Award for his writings to A.G"

* Guy again -
"I argued with the Blues Committee when they wanted to rate the Horsham competition as equal to a National championship, but what could I do, they wanted to give me a full Blue."
(shucks Guy)

A certain CFI at the last club meeting
"It was really a collision except they didn't hit"



DECEMBER 1979
MILDURA MINI-COMPS ?

From Soaring: Journal of Soaring Soc America.

Some blokes in California are building a solar powered self-launching glider:

- there are 600 solar panels on part of the upper wing surface, and 16 lb electric motor.
- at the moment only 5 minutes worth of flying energy can be stored up, but development will see 30 minutes (hopefully) of flight for every 30 minutes of sun.

So take off, fly around and recharge the batteries for whenever needed.

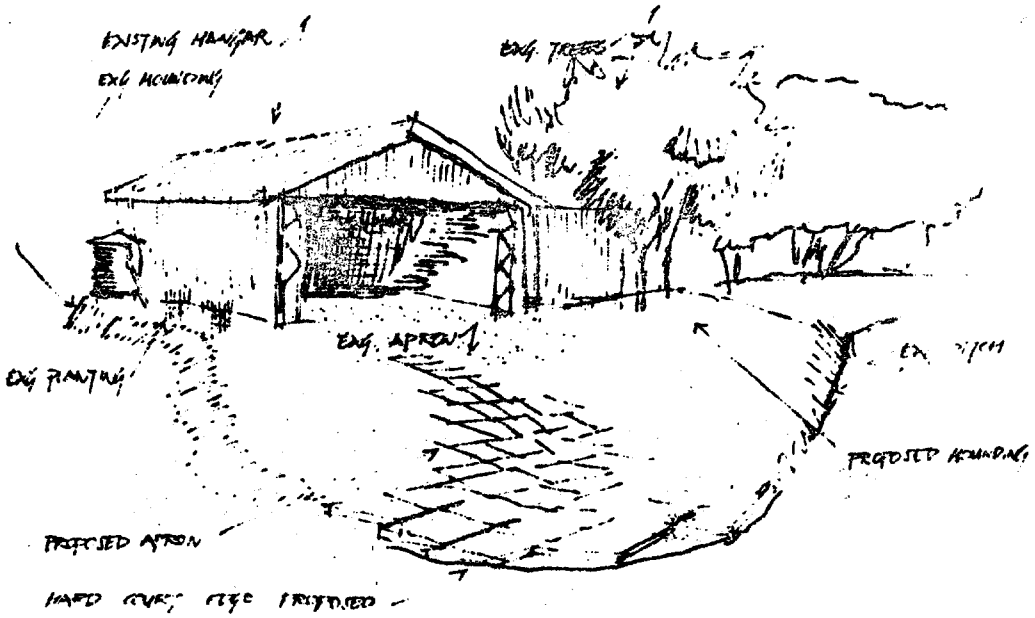
How about that ERG.

Well its been a good year. What are we going to do about it. Your executive has decided that barring any disasters between now and then flying in January will be charged at 5c/min. A reduction of [illegible]

This has been done for a few reasons

(1) a reward for a good 197[illegible]
(2) to encourage flying in [illegible]
(3) to help bring down the [illegible] P.I.

Mr. Fraser eat your heart out.



PROPOSED APRON
HANGAR 1.
UNIVERSITY AIRFIELD

OCTOBER 12th., 1979.

Some people remembered the date and were there. Many people didn't remember, but the party at Guy's place went ahead providing some fun and entertainment for those there. To the surprise of many of us Bruce turned up. Who's Bruce? Bruce is Kate's younger brother who is known to medical students far and wide for his prowess on the Pool Table.

T.V. games and a Pool table were provided and the loser of games played had to fork out 20c to go to Club funds.

Highlight of the evening was the announcement and presentation of the 1978-79 Annual AUGC Awards:

Flight of Fancy Award for the Most Imaginative Flight of the Year.

Nominations:- David Biggs for his brief, but spectacular, flight to the ridge.
-Graeme Newcombe for his flight to the other side of the ridge.
-Tom Nemeth for Graeme Newcombe's flight to the other side of the ridge.

The Winner: Graeme Newcombe.

Miss AUGC 1978-79

Nominations:- Kate
Vesna
Linda Smith

The Winner: Mark Forster (for the day he turned up on field with nail polish after a fancy-dress party the night before)

Every Club has a Presidential Trophy, so we have to have one.

The Winner: David Ellis (for being President)

Most Unusual Relationship of the Year Award

Nominations: Graham Parker, the Sagitta and Kate.
Emilis, the Kookaburra (in his lounge) and his Mum.
Kim Bennett, the winch and his wife.

The Winner: Kim Bennett (for servicing the winch in front of his wife.)

Owen Watson was asked to nominate the 1978-79 Most Outstanding Person of the Year and in a flash gave the award to Kate Swanson.

Father and Son of the Year Award

There was an unexpected second nomination this year and the award went to Graham Parker and the schoolkids for the great amount of work put in by Graham during the last camp.

Most Passenger Flights of the Year Award

Winner: Tom Nemeth

Tangle of the Year Award

Nominations: Chris Markovitch (who looked a sure winner with his [illegible] on the Passenger Day.)

The Winner: Tony (for his magnificent entry which was 400 metres long, on Emilis's winch, involved both cables and took from 6.30 to 9.30 to untangle causing two car batteries to be flattened.)

Comment of the Year Award

Nominations: "Who's flying this bloody aircraft?"
-Chris Markovitch.

"It was a collision, but they didn't hit."
-Guy Harley

The Winner: Chris Markovitch

Most Outstanding Oratory Award

This award went to Guy Harley for his persuavive argument that the Horsham Sports Class Competition shouldn't be regarded as the equivalent of the National competition and therefore he shouldn't receive a Full Blue. Despite this, Guy was awarded a Full Blue.

In appreciation for his work on the winch Kim Bennett was awarded an inscibed pewter mug.

The party had a rather interesting ending (where was Mark?) and most people, except Mark, were glad that they didn't take up Mark's dare to skull that drink.

NOTE ON THE CLUB BADGE.

First we need a design which appeals to all or nearly all.
There's been a reponse, but not enough.
Just think, in years to come when you have joined the puissant, perhaps tooling along the boulevards of Adelaide in the Rolls, no longer wearing footwear by ADIDAS, no longer eating the refectory swill. Those days in AUGC, being browbeaten by the heavies, soaring the ridge, struggling to get the Bocian back in the hangar, cleaning up all the pigeon guano before you get it out again. Still struggling. Those were the great days, andwhat will you have to give you total recall of all this. The badge, so get weaving and think of something.

Jeff.

AVIATION SAFETY DIGEST --- Channelised attention

A factor often apparent in aircraft accidents is the pilot's pre-occupation with one particular aspect of a flight to the exclusion of other tasks vital to the safety of the operation. This 'channelised attention' is frequently evident in the various forms of competitive flying, where concentration on the task in hand and the desire to succeed can be so overwhelming as to override good judgement and the fundamentals of sound airmanship.

An example of this can be seen in the circumstances of an accident involving an experienced glider pilot competing in the Australian national gliding championships. On the third day of the competitions, a four-leg cross country task had been set. The pilot completed the first three stages without incident and on the fourth leg, about 30 km north of the destination aerodrome, he decided to attempt a final glide direct to the finishing line.

The glider tracked straight towards the aerodrome on a southerly heading but, late on final approach, the pilot saw the glider was not going to make the distance. He noticed a paddock on the northern boundary of the aerodrome and though it appeared only marginally suitable, he realised he would have to put the glider down. Planning to land into the west, the pilot continued the approach on a heading towards the aerodrome and, at a low height above the ground, he banked the glider to the right. The glider had turned only a few degrees however, before the right wing struck a low contour mound running east-west across the paddock and the glider ground-looped to the right.

While travelling in a southerly direction, the glider slid sideways into the next contour mound and the rear fuselage broke into two. The glider bounced to a halt and the pilot clambered from the wreckage uninjured.

The pilot said later he probably became preoccupied on the final glide with h his attempt to make a straight-in approach to the aerodrome and it was not until too late he saw that the paddock he had selected was unsuitable. Obviously when he began the final glide he was too low to reach the aerodrome but by the time he finally realised this he was committed to putting the glider on the ground as best he could.

Probably, had the pilot not been subject to the pressure of competition, he would have adopted normal out-landing procedures and left himself plenty of time to select a field that would have permitted a safe landing. It seems his determination to complete the task coloured his judgement to the extent that the glider virtually flew into the ground.

The pilot was no doubt aware of the dangers in trying to stretch the glide, but seemingly failed to recognise the developing hazard until too late. To ensure competitive flying is based on sound airmanship and remains within the capabilities of both pilot and aircraft, the will to win must be tempered with mature judgement and a proper sense of priorities.

A.S.D. 107 (1979)

MEDALS, BADGES, HONORS, MEDALLIONS, INSIGNIA, LETTERHEADS, FLAGS, FLYING JACKETS

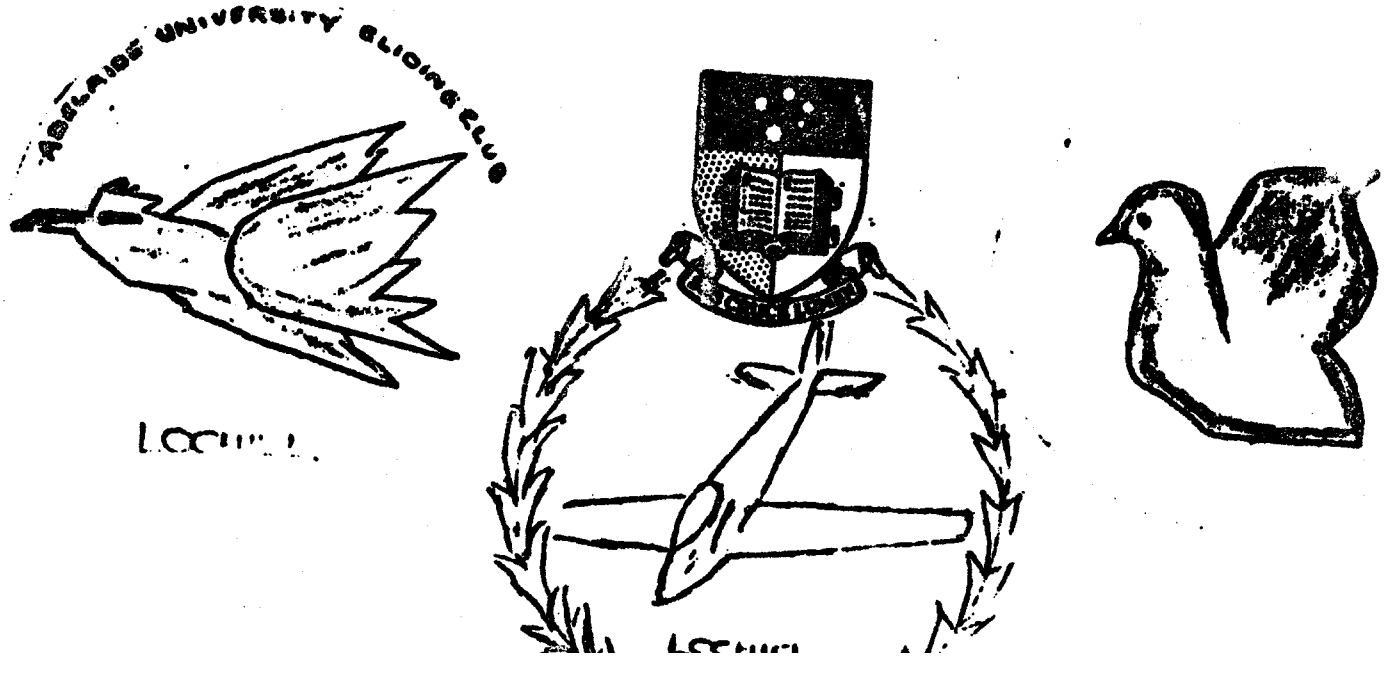
This article is written mainly to stimulate interest and discussion and involvement on the design of a club badge by club members prior to the next meeting in November. Jeff Dodd first raised the idea more than three months ago when he suggested that the club should have a badge which reflected its activities in gliding. I myself, am rather keen on the idea of the club having one, but like other peole rather short on ideas, hints, suggestions, name dropping .... as to the general pattern of design desired by the majority of club members. Hence the page full of medals, badges, trademarks, logos and whatever have been included to illustrate the diversity of design available. The important criteria of this exercise is that we choose a satisfactory design by choice rather than by default through lack of discussion and involvement.

While not setting myself up as an authority on the subject nor attempting to impose a particular design on the club I have biased my selection to include mainly Avian designs for which I think an implicit requirement exists. Others have been included to broaden the scope of designs available on a random basis. However, club members have the opportunity at the next club meeting to put forward their own ideas and I encourage them to do so.

The upper half of the illustrations consists mainly of badges and medals of varying complexity and design pattern. These may be modified or used as an initial starting (or ending) point from which to tackle the problem. Perhaps one way of using these designs is to take components from other designs and to put them together to make another. For example, the rather blurred design (near the centre of the page) of an eagle atop a crest could be re-arranged to take the University of Adelaide crest with both surrounded by a wreath or a sheath of wheat on either side. The reader may have other ideas and I encourage you, that means YOU, to come along to the meeting with some ideas so that one is not confronted with the need to start thinking about it at very short notice.

While this approach may not satisfy the purists who demand the finished product it has the behefit of stimulating, hopefully, new ideas and reducing costs, time and effort involved in producing a design until we have a general consensus about the particular type of design required. Thus when looking at the designs shown take note of the shape of the design, its size, the size and type of lettering, etc and the relationship between the various components of the design pattern. Further ideas can be obtained from periodicals such as the Bulletin and Time magazines and specialists books on, say, military badges can be found in the State Library (e.g. 737.2 and 355.134). Books on family and royal crests etc are another source of inspiration.

B.W.M.




LIVERPOOL
ARMS
Rockwell International
SINGAPORE AIRLINES
CONTINENTAL AIRLINES
ANSETT
AIRLINES OF AUSTRALIA
SAA
AIR NIUGINI
THE NATIONAL AIRLINE OF PAPUA NEW GUINEA
QANTAS
McDONNELL DOUGLAS
CATHAY PACIFIC
Philippine Airlines
mas